COUNTY EXECUTIVE RECOMMENDED

FY 89 ANNUAL GROWTH POLICY

MONTGOMERY COUNTY MARYLAND

January 1, 1988

ROCKVILLE, MARYLAND 20850

Sidney Kramer County Executive (301) 251-2500 TTY 279-1083

MEMORANDUM

December 29, 1987

TO:

Michael L. Subin, President Montgomery County Council

Sidney Kramer, County Executive

FROM:

SUBJECT: Recommended FY 89 Annual Growth Polic

I am pleased to transmit to the Council my Recommended FY 89 Annual Growth Policy (AGP). It contains my analysis of the important growth policy issues which we must resolve in the coming year, and recommends a plan of staged growth based on my Recommended FY 89 Capital Improvements Program (CIP), which I am also sending to you today.

The 1986 law which established the Annual Growth Policy requires that this Recommended AGP be sent to you at the same time as the Recommended CIP. Although this is only the second year that the County has produced a growth policy, we are already seeing the benefits of a process which requires us to look at fiscal decisions and growth decisions at the same time.

Both the Council and Executive are now able to use the policy guidance in master plans, along with data on growth trends for jobs and housing, in helping to decide where to place new public facilities. Furthermore, the guidelines which the Council adopted last year for administering the Adequate Public Facilities Ordinance permit us to understand how the timing and funding of roads and schools will limit or encourage growth. These are valuable decision-making tools for elected officials, and important accountability measures for County residents who expect us to manage the County's growth within the limits of our fiscal policy.

This Recommended FY 89 Annual Growth Policy addresses several important growth management issues that need to be resolved in the coming months. My recommendations focus on these concerns:

> Options for revising the County's methodology for determining the adequacy of transportation facilities.

- The advisability of requiring older subdivision approvals, made before 1982, to be tested again under new, tighter APF rules.
- o Adopting a methodology for testing whether school capacity is adequate to support growth.
- o Modifying the County's growth staging process to support more low and moderate income housing.
- o Improving the way Montgomery County and the cities of Rockville and Gaithersburg coordinate their planning policies.
- Allocating new road capacity between jobs and housing in support of the County's adopted master plans.
- Understanding the effect of growth on public revenues and expenditures -- one variable in appraising proposed policy or programs.

This year's AGP also contains a status report on development in various policy areas of the County, along with plans for new roads and schools. We will build new facilities not only to overcome shortages attributable to past growth, but also to support new growth in conformance with our master plans. The AGP contains a draft resolution stating policy guidance to agencies of government that are responsible for administering the County's laws and regulations affecting growth. Finally, this document recommends how much new growth can be accommodated in each policy area of the County, based on the schedule for constructing public facilities recommended in the accompanying Capital Improvements Program.

At the same time as this FY 89 AGP was being prepared, the Planning Board has been preparing an assessment of the County's General Plan. This study, which will look at the balance between all transportation facilities and all development called for in our combined master plans, is scheduled to be released in January. The General Plan Assessment may have overarching implications for the County's agenda of growth issues, including the content of master plans and the administration of the Adequate Public Facilities Ordinance.

Revising the Test at Subdivision for Adequate Public Facilities (APF)

In last year's Annual Growth Policy, I questioned whether the County is applying the APF test at the appropriate time in the development process. Specifically, I suggested that we study the feasibility of moving the test from time of subdivision to time of building permit issuance. I requested that we establish a committee to prepare recommendations on this question. The Council joined me in sponsoring this work.

The Test at Permit (TAP) Committee evaluated several options for changing the time of the APF test, and determined that the best solution was to leave it at the time of subdivision. The TAP Committee did, however, propose two revisions as to how the test is administered:

- o It suggested that in those areas where previously approved developments are not building out within a six-year period, we allow some of the road capacity contained in the fifth and sixth years of the CIP to be counted for additional subdivisions. The TAP Committee asked that this change, called Revised Test at Subdivision, be made by amending the FY 88 Annual Growth Policy.
- o The Committee also suggested that the Council adopt legislation to restrict building permits for certain older subdivision approvals, especially those approved prior to 1982, until these projects were retested under current APF procedures.

I believe that the Revised Test at Subdivision (RTAS) Proposal has merit: it provides a more realistic match between the schedule for funding and building new roads, and the time it takes for subdivisions to be contructed. However, the proposal has not received important and necessary public comment. Therefore, I am suggesting that we use the regular annual cycle for AGP decisions to consider RTAS, instead of amending the FY 88 Annual Growth Policy as requested by the TAP Committee and recommended by the Planning Board.

Our current Test at Subdivision (TAS), adopted in 1986, measures the adequacy of transportation facilities for growth by counting roads which are programmed for completion in the first four years of the Capital Improvements Program. The revised test would allow us to include some roads in the fifth and sixth years of the CIP as well. Because the County and the State have planned and funded so many new roads, especially in the fifth and sixth years, both TAS and RTAS have significant consequences for growth.

The following chart demonstrates the effect of adding the fifth and sixth years of funding for new roads to our current Test at Subdivision (TAS), which includes four years. The numbers are expressed as "net remaining capacity," meaning how many new houses or jobs could be approved in the County under each alternative. (NOTE: The chart excludes capacity in the City of Rockville because the city's list of new road projects to be counted is still under discussion.)

Countywide Net Remaining Capacity Available

Alternative	Jobs	Housing
FY 88 Adopted AGP, with TAS	30, 168	14,547
FY 89 Executive Recommended AGP, with TAS	40,584	20,677
FY 89 Final Draft AGP, with RTAS proposal	58,880	44,255

The AGP law requires that I recommend to you staging ceilings for each policy area of the County. Thus, my Recommended FY 89 Annual Growth Policy includes ceilings based on the Test at Subdivision (TAS) alternative. However, I am also recommending that the Council solicit comment on the Revised Test at Subdivision Proposal at its public hearing on the FY 89 AGP. I plan to join the Council at this public hearing, and will make my final recommendation on RTAS after listening to the concerns and judgments of County residents.

The second TAP Committee recommendation, which suggests that the County recapture capacity from previously approved subdivisons, presents both legal and policy problems. The proposal suggests that a "timely determination" of adequate public facilities should be required for any residential subdivisions approved before 1982 that have not yet started construction. For nonresidential subdivisions, the change would apply both to pre-1982 subdivisions and to post-1982 subdivisions that do not conform to the uses and amount of development considered in the APF test when the subdivision was approved.

The TAP Committee proposal raises several legal problems. First, the TAP Committee report does not articulate a legitimate public purpose to be served by the proposed classification of older subdivision approvals. Second, many of these approvals required property owners to dedicate land for public purposes, such as rights-of-way. If the proposal for retesting subdivisions were instituted, the County may have to deal with the taking issue for these dedicated areas. Third, the effect of this proposal -- that the APFO is retroactively applied to certain subdivisions -- is substantive in nature. There is a question as to whether the retroactive application is proper.

The policy problem we face is this: This new provision would apply only to about 3% of the housing pipeline, but no one now knows how many nonresidential developments would be affected by the change. In my opinion, we should not make a change in public policy that has a minimal, predictable result on one hand, but an unknown potential impact on the other.

Balancing the several legal concerns against the minor or unclear gains to be realized by this proposal to retest certain subdivisions, I recommend that the proposal not be adopted. The TAP Committee's recommendation was sent to the Council by the Planning Board in November as draft legislation. If the Council decides to introduce this legislation, I will express my concerns at the public hearing.

A related issue that continues to concern me is the build-up of the development pipeline. Specifically, a significant fraction of developments approved at subdivision either do not develop or do so over very long periods (for example, just under 40% of the residential pipeline is over five years old). While some backlog is appropriate, long-term

presence in the pipeline ties up new road and school capacity that we have worked so hard to create. The Council, Executive, and Planning Board should strive to identify a long-term remedy for this problem during the coming year.

Methodology for Conducting an APF Test for Schools

Last spring the Council had before it several different methodologies for testing whether school capacity is adequate for new residential growth in the County. The Council determined that, regardless of the method used, there was sufficient capacity for new subdivision approvals in this fiscal year. In addition, the Council appointed a task force to recommend an approach for testing schools in the APF. That Task Force has successfully resolved the differences among the various proposals by recommending the following test:

- o Use high school clusters as the geographic area for the test;
- o Test capacity at three separate educational levels -- elementary, junior/intermediate/middle and high school; and
- o Define growth capacity as 110% of Council-approved educational capacity. For FY 89, the Council-adopted educational capacity is 25 students per class in elementary schools, and 22.5 students per class in secondary schools.

In its action on the Annual Growth Policy the Council will look at each grade level and each geographic area with this methodology, then will determine whether further growth capacity is available. In reaching this determination, the Council will recognize that the Board of Education has available the following options for resolving capacity problems:

Relocatable classrooms
Grade level reorganizations
New schools
Additions to existing schools
Boundary changes

I endorse the Task Force's recommended approach to testing the adequacy of schools for future growth. This methodology has also received support from the Planning Board and the Montgomery County Council of PTAs. Using this methodology in conjunction with my FY 89-94 CIP, I recommend that school capacity be considered adequate for new subdivisions in all areas of the County for FY 89.

Mid-County Planning Coordination

In reviewing the growth trends and projections for various parts of Montgomery County, it has become evident that the focus of growth here

is in the mid-County area, encompassing the Cities of Rockville and Gaithersburg, and the County's Gaithersburg East and Gaithersburg West Policy Areas:

- o More than 40% of new County jobs have been built in the mid-County area since 1984;
- o More than 25% of new housing has been completed in this area in the same time period.

Projections of growth in the next six years show that this pattern will continue. With so much growth occurring in the heart of the County, it is essential that we take advantage of every opportunity to coordinate planning policies and decisions. Therefore, I am recommending formation of a Mid-County Planning Committee, made up of the Director of the Office of Planning Policies, the planning directors of the Montgomery County Planning Board (representing the County Council), the City of Rockville, the City of Gaithersburg, and the Town of Washington Grove.

Allocating Growth Capacity to Low/Moderate Income Housing

The Housing Opportunities Commission (HOC) has requested an amendment to the FY 88 Annual Growth Policy to resolve a conflict that exists between our policy to manage growth, and our policy to provide a balanced supply of housing. This conflict is caused when there are moratoria that prevent new housing from being approved in certain areas of the County. These moratoria not only prevent new affordable housing from starting now in those areas, but also tend to affect land prices for possible future approvals.

In a separate transmittal to you, I have recommended an amendment to the FY 88 AGP to allow the Planning Board to approve up to 750 housing units in the County during FY 88 for low and moderate income housing. These units may be approved in any policy area which has insufficient capacity for new housing, but in such an area, may not exceed 125 units, if the housing is being developed by HOC, or 250 units, if HOC is participating with a private developer who will set aside a percentage of an overall project for lower income households. New developments covered by this amendment would continue to be required to meet Local Area Review criteria.

For FY 89, I recommend that this special allocation for low or moderate income housing be set at 1,000 units Countywide, available at the rate of 125 units for HOC housing per policy area, or 250 units if the housing is developed by a private property owner in conjunction with HOC.

Applying New Road Capacity to Jobs and Housing Growth

The Council has asked what criteria we use to assign the new growth capacity contained in the road building program of the CIP to jobs or housing. The County's long-term plan for how much land is dedicated to jobs versus housing is not contained in the Annual Growth Policy, but rather on our zoning maps, based on guidance in master and sector plans. The purpose of the AGP is to determine a short-term staging plan for job and housing growth in each area in order to support orderly build-out of the master plans.

My Recommended FY 89 AGP suggests two criteria that the Council might use for dividing growth between jobs and housing. New road capacity should be used to relieve subdivision moratoria, but only when such a decision also promotes the balance between jobs and housing called for in the master plan. In policy areas where no moratorium exists and new capacity is available, new capacity should be divided between jobs and housing so that a balanced supply exists to meet market demands and also to promote the goals of the master plans.

Secondly, adding this factor to my recommended FY 89 ceilings noted earlier, would shift emphasis between jobs and housing in the Cloverly, Gaithersburg West and Kensington/Wheaton Policy Areas. If the Council decides to implement the RTAS proposal, I will suggest further shifts between jobs and housing that may be appropriate in several more areas where RTAS rules create new capacity for growth.

Fiscal Effects of Growth

The Council also asked last year for an analysis of the costs and benefits of new residential and nonresidential growth. The Council indicated that it hoped to use such information to help in selecting a rate of development for the County. I have concluded that we do not yet have reliable tools for making fiscally based decisions about growth rates, and furthermore, that there may be serious gaps in our decision-making criteria if we base growth decisions solely on fiscal information.

The REDI model (Residential and Employment Development Index), developed by the Montgomery County Planning Board, seeks to look at the direct and indirect costs of new jobs in the County. However, this model still requires refinement, and my staff is working with Planning Board staff in this effort. When the model is improved, it may well be a useful tool, when used in combination with other tools, for comparing the fiscal effects of various types of development in different areas of the County. It will not, however, be applicable to the type of policy decisions that the Executive and Council must make on the overall rate of growth.

Additional Recommendations

In the proposed guidelines for administering the Adequate Public Facilities Ordinance, I have agreed with the Planning Board's new chart describing the relationship between acceptable levels of traffic congestion and how many alternative transportation services are available. When this new set of standards is applied to the Fairland/White Oak area, it becomes a Group III area, with a level of service standard of C/D. The area will remain in moratorium for both jobs and housing.

Another recommendation involves Damascus. The Planning Board, in preparing this year's draft document, found an error in last year's computations. I have submitted an amendment to the Council requesting that the error be corrected in the adopted AGP. The effect of the amendment will be to relieve the moratorium on jobs in Damascus in both the FY 88 and 89 AGPs. A moratorium on housing approvals will continue there.

I am also suggesting that we revisit the issue of pipeline accuracy. Although the Planning staff has refined its pipeline accounting procedures in the past year, I remain concerned that there continue to be gaps in the information. Because the County relies on pipeline information for knowing how much new growth can be approved at any time during the year, it is essential that we use the highest standards for data management. I agree with the recommendation made last spring by a subcommittee of the Economic Advisory Council that the County adopt procedures for annual audits of the pipeline. I also recommend the establishment of an interagency technical committee, similar to the one set up last year for the transportation model, to manage the pipeline data.

Conclusion

Preparing an Annual Growth Policy requires a great deal of information and thoughtful dialogue. I want to acknowledge the assistance that my staff and I received in this effort from the Montgomery County Planning Board and its staff, as well as from other public bodies, civic groups, and individuals. I look forward to continuing this important dialogue about growth issues with the Council in the months ahead.

SK:cfm

cc: N. Christeller, Chairman
Montgomery County Planning Board

FY 89 ANNUAL GROWTH POLICY

MONTGOMERY COUNTY MARYLAND

January 1, 1988

Montgomery County Government Office of Planning Policies 101 Monroe Street Rockville, Maryland 20850

COUNTY EXECUTIVE RECOMMENDED FY 89 ANNUAL GROWTH POLICY

TABLE OF CONTENTS

			Page
ī.	Sum	mary of Growth Policies for Montgomery County	AGP-1
II.	Dis	cussion of Policy Issues in the FY 89 AGP	AGP-4
	Α.	Report on Test At Permit: The Revised Test At Subdivision and the Recapture Proposals	ÁGP+4
	В.	Guidelines for Evaluating School Capacity	AGP-12
	С.	Coordinating Mid-County Growth with the Cities of Rockville and Gaithersburg	AGP-15
	D.	Special Ceiling Allocation for Affordable Housing Developments	AGP-17
	Ε.	Coordinating Jobs/Housing Policies in Master Plans and in the APFO	AGP-18
	F.	The Fiscal Consequences of Growth	AGP-24
	G.	Pipeline Accuracy	AGP-26
III.	Gro	owth Ceiling Recommendations	AGP-27
	,	Housing and Jobs Ceilings, Based on APF Test for Transportation	AGP-27
		RTAS Information	AGP-32
		Student Ceilings, Based on APF Test for Public Schools	AGP-37
		Administrative Guidelines (Approval of FY 89 Annual Growth Policy)	AGP-42
IV.	Cap	oital Improvements Program Summary	AGP-63
	Α.	Highlights	AGP-63
	В.	Schools Program	AGP-63
	С.	Transportation Program	AGP-71
	D.	Staging Charts and Statistical Profiles	AGP-74
٧.	Apı	pendices	<u>.</u> .

LIST OF MAPS

			Page
Мар	1	Effect of Executive's FY 89 Recommended Ceilings	AGP-9
Мар	2	Effect of FY 89 Ceilings Under RTAS	AGP-10
Мар	3	Growth Trends in the Mid-County Area	AGP-16
Мар	4	Effect of Executive's Recommended FY 89 Ceilings	AGP-31
Map	5	Effect of FY 89 Ceilings Under RTAS	AGP-35
Мар	6	Executive's Recommended Projects (Elementary Schools) That Would Increase Capacity for APFO	AGP-40
Мар	7	Executive's Recommended Projects (JIMs and Senior High Schools) That Would Increase Capacity for APFO	AGP-41
Мар	8	Policy Areas by Traffic Zones	AGP-47
Мар	9	Standards of Transportation Service	AGP-48
Мар	10	Silver Spring Policy Area Boundary	AGP-51
Мар	11	Montgomery County Public Schools High School Clusters	AGP-59
Мар	12	Executive's Recommended School Projects That Increase Capacity in Area 1	AGP-65
Мар	13	Executive's Recommended School Projects That Increase Capacity in Area 2	AGP-67
Мар	14	Executive's Recommended School Projects That Increase Capacity in Area 3	AGP-69
Мар	15	Programmed Transit Improvements	AGP-73

LIST OF TABLES

		Page
Table 1	Revised Test at Subdivision Portion of Traffic Capacity that may be relied upon where pipeline build-out occurs after the sixth Year of the CIP.	AGP-6
Table 2	Years for which the Pipeline of Jobs (J) and Housing Units (H) are forecasted to build out.	AGP-7
Table 3	Countywide Net Remaining Capacity Available	AGP-8
Table 4	Proposed Shifts Between Job and Housing Ceilings FY 89 Executive Recommended TAS Ceilings.	AGP-22
Table 5	Proposed Shifts Between Job and Housing Ceilings FY 89 Forecasted RTAS Ceilings	AGP-23
Table 6	Executive's Recommended FY 89 TAS APF Transportation Ceilings	AGP-29
Table 7	Capacity Remaining Under Executive's Recommended FY 89 TAS Transportation Ceilings	AGP-30
Table 8	Final Draft Recommended FY 89 RTAS APF Transportation Ceilings	AGP-33
Table 9	Capacity Remaining Under FY 89 Final Draft RTAS Transportation Ceilings	AGP-34
Table 10	Comparison of Net Remaining Capacities Under the Executive's FY 89 Recommended TAS Ceilings and the FY 89 Final Draft RTAS Proposal	AGP-36
Table 11	Comparison of 1992 MCPS Projected Elementary School Enrollment With County Executive's Recommended FY 89-94 CIP Program Capacity	AGP-37
Table 12	Comparison of 1992 MCPS Projected JIM School Enrollment With County Executive's Recommended FY 89-94 CIP Program Capacity	AGP-38
Table 13	Comparison of 1992 MCPS Projected High School Enrollment With County Executive's Recommended FY 89-94 CIP Program Capacity	AGP-39
Table 14	County Executive's Recommended School Projects That Increase Capacity (Additions and New Schools) in Area 1	AGP-66

LIST OF TABLES (Cont'd)

			<u>Page</u>
Table	15	County Executive's Recommended School Projects That Increase Capacity (Additions and New Schools) in Area 2	AGP-68
Table	16	County Executive's Recommended School Projects That Increase Capacity (Additions and New Schools) in Area 3	AGP-70

LIST OF CHARTS

		<u>Page</u>
Chart 1	Projects Counted in the "Anticipated" FY 89 Ceilings, But Not in the Recommended FY 89 Ceilings	AGP-28
Chart 2	Projects to be Counted in the Executive's Forecasted FY 89 RTAS Ceilings, But Not Counted in the Planning Staff's Anticipated FY 89 RTAS Ceilings	AGP-32
Chart 3	Correspondence Between Transit Availability and Average Level of Service Standards	AGP-49
Chart 4	Executive Recommendations for Additional School Capacity by Area and Cluster	AGP-64

I. SUMMARY OF GROWTH POLICIES FOR MONTGOMERY COUNTY

Using the AGP to Coordinate County Growth Policies

In April, 1986, the Montgomery County Council passed Bill 11-86 which provided for the establishment of an Annual Growth Policy for Montgomery __County. __This_enabling_leg-is-lat-ion_stated_the_purpose_of-the-Annual-Growth-Policy (AGP) to be:

. . . an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the County. (Section 33A-13(a)(2))

Shortly after adopting Bill 11-86, the County Council, acting as the District Council, also adopted Subdivision Regulation Amendment 86-4, an amendment to the Adequate Public Facilities Ordinance (APFO). In addition to providing a more explicit role for the Executive in Adequate Public Facilities matters, 86-4 also provided for the approval of APF ceilings and criteria through the Council-adopted AGP or, alternatively, by Council resolution. The Adequate Public Facilities Ordinance, known as the APF or APFO, is at the center of the County's growth management process; it is the most frequently used, widely applied, administratively complex and controversial public policy related to growth.

The County Executive's Recommended FY89 AGP reaffirms the intent of the APFO; i.e., to stage growth so that development does not outpace public facilities. It also recommends specific criteria to tie more closely jobs/housing APF ceiling allocations to adopted master plan land use policies.

The AGP recognizes that the APF represents but one of many growth-related policies adopted by the County Government over the years. Others are also found in adopted policies such as:

- o the Housing Policy;
- o planning documents, including the General Plan, master plans and sector plans and the Comprehensive Water Supply and Sewerage Systems Plan:
- o regulations and laws, such as the Moderately Priced Dwelling Unit (MPDU) Ordinance and the Zoning Ordinance;
- o County program statements including the economic development program, the Agricultural and Open Space Preservation Program and the Public Services Program; and
- o County budgets, including the CIP and the Operating Budget.

A summary of growth policies in Montgomery County is included at the end of this discussion. The sum of these policies provides a collective vision of how the County should grow and develop. Because these policies are adopted at

different times, on varying schedules, in different contexts and for different reasons, the Annual Growth Policy offers a mechanism for the County Executive and County Council to weave together funding and growth ceiling decisions to make sure our collective vision will materialize. The AGP offers the opportunity to establish and modify policies and to address possible conflicts among County policies.

Last year's AGP demonstrated the value of this interrelated process. In the FY 88 AGP, the County Council and County Executive accepted their joint responsibility for integrating the County's growth management system and the achievement of other County policies. In addition to adopting guidelines for administering the APFO, the Council incorporated a more urban based definition of transportation in those administrative guidelines in order to reconcile a conflict between the APFO and the County's desire to revitalize Silver Spring. The Planning Board and County Executive have also recommmended to the Council an amendment to the FY 88 AGP to reconcile a conflict between the development of affordable housing and moratoria created by the APFO.

This year a reevaluation of the General Plan is scheduled to begin in January. The Executive expects this revision may have overarching implications for the County's agenda of growth issues, including the content of master plans and the administration of the APFO.

Growth Policies of Montgomery County Government

A major goal of the growth policy legislation is to ensure that the public facilities in the CIP and the growth policy in the AGP are consistent and mutually supportive. The Executive urges County residents to recognize that the County's growth policies, which include all of the following, state our vision for the future and the means to achieve that vision:

- o To direct land use in such a way that private property rights and the public interest are both protected.
- o To guide the location, type and size of private development through master plans and zoning requirements.
- o To provide a land use pattern differentiated by "wedges", where greenspace and open space are preserved through combined government and private action, and "corridors", where private development and public facilities are focused and encouraged.
- o To coordinate the timing of private development with the provision of public facilities.
- o To schedule the funding and construction of public facilities through the Capital Improvements Program in such a way that the government fulfills its obligation to support orderly private development.
- o To encourage appropriate commercial development of new and existing businesses and government agencies in order to provide for growth in economic opportunity, to expand our tax base, and to increase career opportunities within the County's borders.

- o To guide housing development so that we maintain a diversified housing mix, a range of prices and types to accommodate households with different needs and incomes, and housing within reasonable distance of workplaces, recreation and shopping.
- o To provide convenient, accessible and reasonably-priced mass transit ___ opportunities_so_that_residents have alternative ways to travel_to__ work, school, recreational and social events.
- o To encourage intense development of both housing and commercial space in the vicinity of Metrorail stations consistent with master plans.
- o To revitalize and encourage the redevelopment of economically important central business districts that offer both retail and professional services.
- o To provide recreational, human service and cultural facilities that are conveniently located and responsive to the diverse needs and preferences of County residents.
- o To provide equal opportunity for quality public education in all parts of the County, and to increase higher educational opportunities, especially through programs that respond to the needs of our growing population of scientific and technical employers.
- o To protect the natural environment from the consequences of growth, by regulating activities which might damage soils, streams, water supply, air quality, plants and wildlife, and by preserving agricultural and open space.
- o To further energy efficiency and to promote cost-effective energy use throughout all segments of the community while maintaining efforts to meet environmental goals and guidelines.
- o To protect our investment in public facilities by funding public services that efficiently use the capacities of our buildings and by providing adequate funds for timely renovation and maintenance.
- o To balance our major requirements for facilities to meet the obligations of growth with rigorous fiscal planning, so that the cost of government programs and services does not rise beyond publicly supportable levels.
- o To draw on multiple means for financing the public facilities and services needed to support growth, including tax revenues, general obligation debt, developer contributions, state and federal funding, and user fees.
- o To plan for debt financing of public facilities that is responsible and readily supportable under reasonable projections of revenue growth in the County.

II. DISCUSSION OF POLICY ISSUES IN THE FY 89 AGP

A. Report on Test at Permit: the Revised Test at Subdivision and the Recapture Proposals

The Test at Permit Proposal

In the FY 88 AGP, the Executive recommended that the Council consider the feasibility of replacing the test at subdivision with a Test at Building Permit (TAP). The Executive's preliminary analysis of the TAP proposal suggested that TAP would improve the County's APFO system in the following ways:

- Reduce the amount of reserved road capacity tied up by inactive subdivision approvals;
- O Stop development where existing approvals exceed programmed capacity, thereby improving both the practical effectiveness and public confidence in the APFO system; and
- o Create a better match between the time that new road capacity becomes available and the time when traffic from development approvals actually appears.

Accomplishments of the TAP Committee

In March, 1987, the Council and Executive appointed a Test at Permit Committee and charged the committee to identify potential problems which might arise in implementing an APF Test at Permit, to develop specific solutions to these problems, to make recommendations among alternative solutions and, in the final analysis, to assess the overall feasibility of an APF Test at Building Permit.

The Committee identified significant problems with moving the APF test to the time of building permit such as:

- Placing developers at greater financial risk;
- o Creating the potential for unfinished grading of land; and
- o Eliminating developer participation in road building.

In addition, based on data presented by the Planning Board, the Committee was not convinced that capacity was being hoarded by inactive subdivision approvals. During its early deliberations, the Committee decided to develop and evaluate other means by which a closer correlation could be made between growth and capacity and to recommend a specific test for implementation. The Committee examined the following alternatives to the Test at Building Permit:

- o A Test at Road Permit (TARP):
- o A Time-limited APF Certificate:
- o A Market Adjusted Staging Test at Subdivision (MAS/TAS); and
- A Revised Test at Subdivision (RTAS).

These alternatives are analyzed and described in detail in the Committee's Report, Placement Of The Adequate Public Facilities Test In Montgomery County's Development Process (August 1987).

The Revised Test at Subdivision Proposal

The Committee recommended the Revised Test at Subdivision to replace the current Test at Subdivision because it was the most workable means of improving the match between development approval and capacity. The basic difference between the Test at Subdivision (TAS) currently being used and the proposed Revised Test at Subdivision (RTAS) is the ability to consider capacity, provided by improvements programmed in the fifth, sixth and seventh years of the road building program of the County and the State of Maryland.

The current system, TAS, considers only that road capacity programmed in the first four years of the State and County construction programs, based on the assumption that these roads are certain to be complete when needed by additional development. TAS assumes that subdivisions will build out in four years, but RTAS recognizes that in some areas, the buildout of subdivisions takes six years or longer. Therefore, RTAS proposes to count capacity programmed later in the CIP in policy areas where it will not be needed by new development until these later years.

The TAP Committee asked the Planning Board and the Executive to recommend to the Council an amendment to the FY 88 AGP to change the APFO guidelines to reflect RTAS. The Committee hoped Council hearings on the RTAS proposal would take place in the Fall of 1987 so that the RTAS procedure would be effective by January, 1988.

The Committee made its recommendations without an opportunity to see and analyze the new ceilings created by RTAS. It noted these ceilings would be part of the amendment to the FY 88 AGP submitted for the Council's deliberations, and that the Council would have the opportunity to examine the ramifications of RTAS on an area by area basis before deciding to revise the ceiling in any policy area.

The TAP Committee Proposal has been sent to the Executive as an amendment to the FY 88 AGP by the Montgomery County Planning Board. In his transmittal memo, Norman Christeller, Chairman of the Planning Board, describes the following procedures for RTAS:

- O Looking at the Planning Board's Forecast of development of the employment and housing pipeline, it is possible to count capacity programmed in later years with the confidence that these programmed improvements will be provided before they are actually needed by staged developments.
- To further ensure that the improvements in the later years of the CIP are actually programmed to be provided within that time frame (and will not be "slipped"), the Committee recommended that before approving a development which would use capacity programmed in those later years, the County would verify that the improvement would be provided prior to the completion of the development.

- o Because of "the greater uncertainty concerning the schedule of road construction in the later years, three safeguards have been included:
 - A sliding scale is used to keep the year of expected completion of a road well ahead of the year of expected build-out of the pipeline.
 - Less than 100% of the road capacity may be allocated if the pipeline build-out will occur no more than two years after the scheduled road completion.
 - 3. Roads beyond the fourth year of the CIP may be counted for these purposes only if the Executive certifies that the completion schedule is firm and reliable." (See Table below.)

Therefore, RTAS provides that in those areas where buildout of the pipeline is forecasted to take more than six years, portions of roads programmed in the outyears of the CIP and beyond may be counted toward APF capacity.

Table 1 illustrates how to calculate ceiling based on the Revised Test at Subdivision methodology. Table 2 shows the projected time for building out the housing and employment pipeline in individual planning areas.

Table 1

Revised Test at Subdivision

Portion of Traffic Capacity that May Be Relied Upon Where Pipeline Build-Out Occurs After the Sixth Year of the CIP

Year In Which	Percentage of Road Capacity to be Used in Calculating Ceilings						
Pipeline Builds Out	Year in Which 5th Year	Road Completion 6th Year	is Scheduled 7th Year				
7th	75%	0	0				
8th	100%	50%	0				
9th	100%	100%	0				
10th or later	100%	100%	75%				

Table 2
Years for WHich the Pipeline of Jobs (J) and Housing Units (H) are Forecasted to Build Out

									, 									
Policy Area	88	89	90	91	92	93	94	95	96	97	98	99	2000	01	02	03	04	05
Bethesda								Н								<u></u>		
Cloverly	H								(3)									
Damascus						Н	①											
Fairland/ White Oak			Н							·							①	<u> </u>
Gaithersburg East						Н								<u></u>				
Gaithersburg West							н									<u>(J)</u>		
Germantown East	Γ					Н											<u>(J)</u>	
Germantown West						Н									①			
Kensington/ Wheaton		-			(J)H												
North Bethesda			Н								①							
Olney									н	0								
Potomac				①			<u> </u>		Н								,	
Silver Spring Takoma Park			Н	<u></u>														
							7	8	9	100		FY	r use 1 88 RT/	AS C	eili	ngs		
								7	8	9	10;	FY	r use 89 RT	with AS C	eili	ngs		

Source: Planning Staff, October 1987

Key Features of RTAS

The Executive agrees that RTAS has merit, as described in the paragraphs below; but recognizes that the proposal has not had full public debate.

- o RTAS would replace the assumption that all subdivisions countywide build out in four years with a policy area by policy area review. This review will look at actual building levels and market forecasts, thereby producing a better match between development approvals and the County's programming of facilities.
- o RTAS has built-in protections to assure that we are realistic in determining how much additional capacity to count for growth from the fifth and sixth year CIP projects. It is applied only in those policy areas where the pipeline buildout is longer than four years.
- o RTAS does not count all of the additional capacity, but rather scales the percent of capacity counted to the length of time forecasted for pipeline buildout. It counts only those roads that have a firm and reliable completion schedule, as certified annually in a special May 15 publication of the Executive's Approved Road Program.
- o RTAS gives the Council more flexibility to integrate growth and fiscal policies. The present APF guideline requiring roads to be 100% programmed in the first four years of the CIP forces the Council to choose between the cost of front-end loading the CIP or creating development moratoria. RTAS responds to this problem by allowing the out-years of the CIP and beyond to be counted for APF purposes.
- o RTAS lifts moratoria, particularly in the I-270 corridor. Map I on the following page shows policy areas in the County expected to be closed for new subdivision approvals under the recommended ceilings, which count four years of capacity. Map 2 shows that RTAS in FY 89 would lift jobs moratoria in all but two policy areas. It would lift housing moratoria in all but four areas.

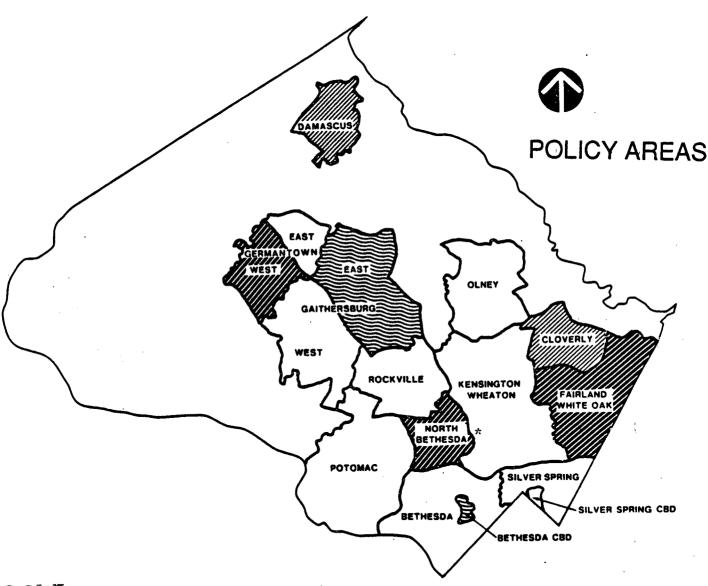
The following chart demonstrates the effect of adding the fifth, sixth and seventh years of funding for new roads to our current Test at Subdivision (TAS), which includes four years. The numbers are expressed as "net remaining capacity," meaning how many new houses or jobs could be approved in the County under each alternative. (NOTE: The chart excludes capacity in the City of Rockville because the city's list of new road projects to be counted is still under discussion.)

Table 3 Countywide Net Remaining Capacity Available

Alternative	<u>Jobs</u>	Housing
FY 88 Adopted AGP, with TAS	30,168	14,547
FY 89 Executive Recommended AGP, with TAS	40,584	20,677
FY 89 Final Draft AGP, with RTAS proposal	58,880	44,255

Effect of Executive's Recommended FY 89 Ceilings

Based On 4 Years of Road Construction





NO NEW APPROVALS FOR JOBS

NO NEW APPROVALS FOR HOUSING

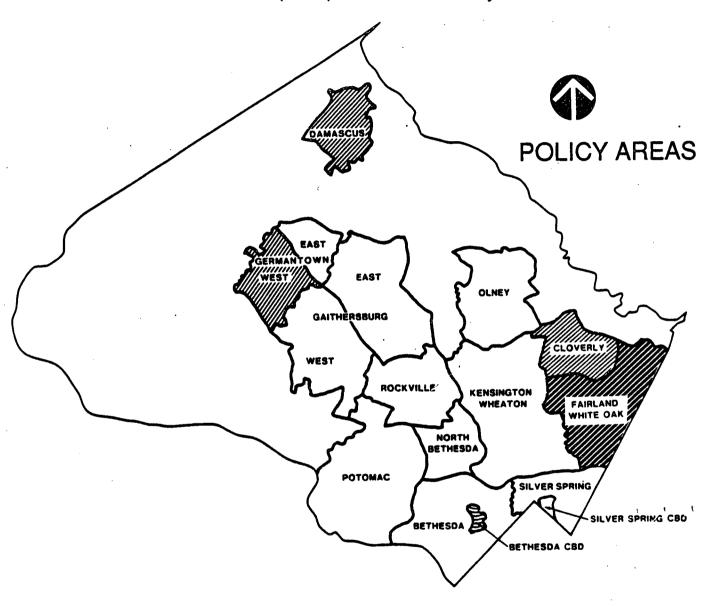
NO NEW APPROVALS FOR JOBS OH HOUSING

Moratorium to be lifted due to construction of I-270 spurs in the first four years of the CIP. (See Chart 2, Page AGP-32 for clarification).

Effect of FY 89 Ceilings Under RTAS*

Based On 6 Years of Road Construction

*Revised Test at Subdivision (RTAS) As Recommended By TAP Committee





NO NEW APPROVALS FOR JOBS

NO NEW APPROVALS FOR HOUSING

NO NEW APPROVALS FOR JOBS OR HOUSING

Both TAS and RTAS allow for increased development capacity. The road building programs of the County and State have been accelerated to "catch up" in areas where new roads are needed. These new roads provide enough new traffic capacity not only to catch up but also to permit further job and housing development.

Unlike the original TAP proposal, the RTAS proposal would not reduce the amount of road capacity tied up by inactive subdivision approvals nor stop construction in areas where development approvals exceed programmed road capacity. Instead RTAS would modify the APF definition of capacity to produce a better match between when traffic from development approvals actually appears and when capacity for that traffic is available. In effect, RTAS proposes to include in the FY 89 ceilings all the new capacity that, under TAS, would have become available during the next two to three years. This change does not necessarily mean more immediate construction, however. One of the features of RTAS is its assumption of slower buildout of subdivisions to match the six-year schedule for building roads.

Given the magnitude of these increases, the Executive believes the RTAS proposal warrants a thorough airing and a careful review by both the Council and the public. The Executive recommends that the Council forego the proposed RTAS amendment to the adopted FY 88 ceilings in order to allow adequate time for a focused debate on the proposed FY 89 RTAS ceilings. The Executive will participate with the Council in the public hearing, reserving judgment on the extent of his support for RTAS proposals until after the hearing.

The Proposal to Retest Older Subdivison Approvals

In addition to RTAS, the TAP committee recommended a new APF test for previously approved subdivisions not subjected to the current, tighter APF Test. This test, the so called "recapture" proposal, would apply at building permit. Prior to 1982, the Planning Board made an adequacy finding solely on the basis of Local Area Review. Furthermore, for nonresidential subdivisions, an owner could receive a building permit for an amount of square footage in excess of that approved at the time of subdivision. Thus, both housing and commercial subdivisions approved prior to 1982, or, in some cases after 1982, were not subjected to an APF Test as strict as is applied today.

To close this loophole, the County would need to "recapture" these old approvals by refusing to issue a building permit until the subdivision passed a new APF test. The recapture provision would be applicable primarily to pre-1982 subdivisions. For residential subdivisions, recapture would apply to those approved before January 1, 1982 for which no building permits have been issued to date. For nonresidential subdivisions, the change would apply to any aprovals made before January 1, 1982, and also to those approved after that date, but whose proposed development exceeds the amount considered at the time of subdivision. Draft legislation to implement these changes has been sent to the Council by the Planning Board, as requested by the TAP Committee.

The Executive recommends against the recapture proposal for both legal and policy reasons. Some of the legal issues raised by the recapture proposal are as follows:

- o The County lacks a clear public purpose for classifying subdivision approvals granted before January 1, 1982 separately from those approved after January 1, 1982. The equal protection test requires that the government use a classification system which has a rational relationship to a legitimate public purpose. The TAP Committee did not articulate a legitimate public purpose to be served by the proposed classification.
- Many subdivision approvals require property owners to dedicate land to the county for rights-of-way. If recapture were instituted, the County would have to deal with the taking issue for these rights of way dedicated before 1982. In some cases, the County might have to compensate the property owner for the right-of-way. In other cases, the County might choose to abandon the right-of-way. In this case, even if the County were able to dispose of the property, it might be liable for a temporary taking.
- The County may be estopped contractually from making property owners submit to a second APF test at building permit if the subdivision approvals involved site plan agreements, public improvements, agreements or other such contracts.
- o The effect of this proposal is that the Adequate Public Facilities Ordinance would be retroactively applied to certain previously approved subdivisions. If such retroactive application is substantive in nature, there is a question as to whether the retroactive application is proper.

The policy implications of the recapture proposal are difficult to evaluate because only incomplete information is available on who would be affected by the proposal. Approximately 3% of residential subdivisions are in the category of those approved prior to 1982, which have not yet started construction. No comparable reliable information about the affect of the change on nonresidential subdivisions is available. It is difficult to support a change that has an unknown effect on nonresidential development.

Balancing the several legal concerns against the relatively minor or unclear gains to be realized by the recapture proposal, the Executive recommends that this proposal by the TAP Committee not be adopted.

B. <u>Guidelines for Evaluating School Capacity</u>

Background

School facilities have been included in the Adequate Public Facilities Ordinance since 1973. Last year the County made significant progress in developing a formal methodology for testing the adequacy of schools. In the FY 88 Annual Growth Policy, several methodologies were recommended but differences among them were not resolved. However, the Council did determine that school capacity was adequate for FY 88 under any of the proposed methodologies. Following action on last year's growth policy, the Council appointed an interagency task force to recommend a methodology for evaluating school capacity.

The task force recommended guidelines to address three outstanding issues. These guidelines, which are endorsed by the County Executive in this FY 89 Annual Growth Policy, are as follows:

- 1. School Capacity Measure. Use 110 percent of the Council-funded program capacity as the APFO capacity measure, recognizing that the 4-year time frame used in the methodology allows adequate time to implement alternatives for increasing capacity where necessary.
- 2. Grade Level Aggregation. Test the adequacy of capacity for each of the aggregated school levels: elementary, junior/ intermediate/ middle, and high school.
- 3. Geographic Areas. Test school capacity for each of these levels within each high school cluster, looking at adjacent clusters for surplus capacity where necessary. This approach better focuses on the problem areas while still allowing flexibility for both growth and educational planning.

Growth Management Decisions and Educational Policy

The overall methodology is described below. This system recognizes both the authority of the Council to make growth management decisions and the authority of the Board of Education to set educational policy. It should be emphasized that the standards for evaluating the impact of growth under the adequate public facilities test are not the same as the educational standards the County has been using, and will continue to use, in funding the public education program.

Where fiscally possible, the Council should fund the school construction needed to meet the Board of Education's program capacity guidelines. However, because the Council is charged with the overall growth management of the County, it should have the final authority to define school capacity for the purposes of administering the adequate public facilities ordinance.

Major Elements of the Proposed Methodology

Time Frame Each year, the Council makes a determination in the Annual Growth Policy whether school capacity will be available for the students who are projected to come from new residential subdivisions. The evaluation uses a four year time frame, the same time frame used in evaluating road capacity. For example, additional growth could be approved in the FY 89 Annual Growth Policy if school capacity (as projected in the Executive's Recommended FY 89-94 CIP) exceeds the enrollment projected for September 1992. If capacity is inadequate, additional residential growth may not be allowed.

Projects Not Subject to Test A de minimus rule applies to smaller developments. That is, school capacity evaluation is waived for developments of 10 or fewer single-family units, 17 or fewer townhouses, or 40 or fewer apartment units. The number of

school-aged children generated by smaller scale development is not high enough to warrant the disapproving the development even if the cluster area is closed to larger scale development.

Geographic Areas The capacity determination is made for each of the high school clusters. There are 21 such geographic areas in the county. (See Maps in Section III, AGP-59.) Where sufficient capacity is not available within a cluster, the test would look at adjacent clusters to see if they have sufficient surplus capacity to cover the projected deficiency. This change focuses attention on the problem areas, making it less likely that capacity deficits within individual clusters might be masked by the overall adequacy of an administrative area.

Grade Level Aggregation A separate adequacy test is performed for each of the school levels -- elementary, junior/ intermediate/ middle, and senior high school. Within a high school cluster boundary, capacity would be compared with enrollments for each of the three levels. This approach more accurately reflects the degree of flexibility available to the Board of Education in addressing capacity problems. It is not realistic to assume that the three levels within a cluster can be reorganized easily to accommodate capacity deficits.

110 Percent as Capacity Measure The APFO capacity measure is 110 percent of the Council-funded program capacity. This assures Council control of the capacity measure for APFO purposes, but also requires the Council to consider and judge the MCPS capacity measures. Council-funded regular program capacity for FY 89 is a class size of 25 for grades 1-6 and all-day Kindergarten where it is currently provided, and a class size of 22.5 for secondary students.

Alternatives for Increasing Capacity In the event the methodology demonstrates that enrollments will exceed school capacity in any of the 21 high school clusters, the Council still may allow the Planning Board to approve new residential subdivisons. Such a decision recognizes the flexibility the Board of Education has in accommodating excess enrollments. Several alternatives available to the Board include:

- * relocatable classrooms for use on a temporary basis (relocatable classrooms are not counted in the permanent capacity of a school);
- construction of additions;
- * construction of new schools;
- * grade reorganizations; and
- boundary changes.

County Executive's Recommendation to the County Council on School Capacity

The Executive recommends that the methodology prepared by the task force be adopted. Using this methodology in combination with the Executive's Recommended FY 89-94 CIP, there will be adequate school capacity in 1992 for new-residential subdivision approvals in all parts of the County made in FY 89.

C. Coordinating Mid-County Growth with the Cities of Rockville and Gaithersburg

Interaction between the planning officials of the County and the cities of Rockville and Gaithersburg is becoming increasingly important, given the intensified competition within the development community for new subdivision approvals. The mid-County area has seen enormous amounts of growth in the past few years and demand for additional growth is likely to continue unabated in years to come. Specifically, data for the Rockville, Gaithersburg East and Gaithersburg West Policy Areas show that:

- o 43% of all non-residential completions and 27% of all housing productions from 1984 to 1986 occurred in these policy areas.
- o 37% of all jobs and 22% of all housing forecasted for the County in the next six years are projected for these policy areas. (See Map 3.)

Rockville and Gaithersburg are the largest incorporated cities in Montgomery County. Each jurisdiction has independent planning authority, as does the Town of Washington Grove, which lies on the border of Gaithersburg.

While a good relationship exists among these independent jurisdictions, there has been a lack of communication and coordination of planning policies between the County and the cities. The County's 1985 Gaithersburg Vicinity Master Plan recommended greater coordination on interjurisdictional planning issues, but this process has yet to develop formally. The Executive believes it is time to establish coordinated planning functions between the municipalities and the County in its fastest growing area.

The jurisdictions could assist one another through an exchange of information on development approvals, permit grants, and other data which impact planning policies. At present, no such coordination exists on a formal basis. In addition, there currently is no formal process by which one jurisdiction may alert the others about policy shifts which may impact growth management outside of their bounds. Today, all three jurisdictions rely on limited monitoring capabilities and often can only react to changes after their impact is felt. Lastly, no formalized exchanges exist at the senior levels of government for coordination of long-range planning policy goals and visions. While there is no reason to believe that the goals and visions of these jurisdictions differ dramatically or conflict with one other, there is also no means of assessing whether policies and goals complement each other.

Growth Trends in the Mid-County Area Recent Growth, Past 3 Years Jobs Housing € % in Mid County Area % in All Other Parts Forecasts, Next 6 Years of Montgomery Co. Housing Jobs Source: Trends and Forecasts, Montgomery County Planning Board Staff, Dec. 1987 Mid County Area

The Executive recommends establishment of a new formal process, including the convening of a Mid-County Planning Committee, composed of the Director of the Office of Planning Policies and the planning directors of the Montgomery County Planning Board, representing the County Council, and the cities of Rockville and Gaithersburg. The Town of Washington Grove may also wish to be included. Although Washington Grove has little-remaining land that is subject to new development, it lies between the Gaithersburg City and County borders.

This group would meet periodically to discuss and, as appropriate, resolve planning and growth policy issues. The Committee will work toward establishing mutual growth management goals while respecting jurisdictional independence. Committee members would be charged to:

- o provide information regarding policy changes which may impact outside of their jurisdictional bounds;
- o develop a land use vision for the overall area; and
- o form a strategic plan to arrive at the vision through implementation of compatible, if not identical, planning policies.

The Executive has contacted the Mayors of Gaithersburg, Rockville and Washington Grove, and has learned tht each of these jurisdictions would welcome increased cooperation and communication on growth concerns for the Mid-County area.

D. Special Ceiling Allocation for Affordable Housing Developments

The Executive recommends that the special allocation of capacity for affordable housing developments, recommended as an amendment to the FY 88 Annual Growth Policy, be continued in the FY 89 Annual Growth Policy. The rationale for including it remains the same; i.e., the conflict in public policies. While the APFO requires that development be prohibited in areas with inadequate public facilities, the County's Housing Policy calls for the provision of a balanced supply of housing, with an emphasis on addressing the housing needs of low and moderate income families. The effect of the APFO is to establish a moratorium on residential development in many areas of the County. Clearly, accomplishing the goal of providing affordable housing is hampered by the strict application of the APFO in these areas.

By continuing a special allocation for affordable housing development in the FY 89 AGP, the County permits and even encourages developers to take advantage of a federal tax incentive program designed to overcome some of the financial burdens involved with developing this kind of housing. The tax incentive program is scheduled to expire on December 31, 1989, and applies only to units constructed and occupied by that date.

The special allocation applies to HOC sponsored developments, or to private developments approved by HOC. For HOC developments, approximately 50% of the units are reserved for low and moderate income families. In private developments, 20% of the units are designated for occupancy by families at or below 50% of the area median, or 40% of the units are set aside for families at or below 60% of the area median. The remainder of the units in either case are market rate units.

As stated in the Executive's Recommended Amendment to the FY 88 Annual Growth Policy, this special allocaton may be used in any policy area that has insufficient net remaining capacity. If HOC develops the property, the Planning Board may approve up to 125 units per policy area; if a private developer uses this allocation, 250 units may be approved. All applications must pass Local Area Review criteria.

One aspect of the special allocation is altered from the FY 88 AGP. The Executive recommends that the maximum number of units which may be approved countywide under this additional ceiling is increased from 750 in the FY 88 AGP to 1,000 in FY 89. In practical terms, if HOC is the developer for all the units approved under this special allocation, approximately 500 affordable housing units will be created. If the allocation is used by the private sector, the result would be 200 to 400 such units.

The Executive supports a special allocation in the FY 89 AGP and believes that it provides a limited, and short-term solution to the more general problem of providing sufficient quantities of affordable housing. Councilmembers Adams and Hanna have been working with a task force established to explore approaches to this problem. The Executive looks forward to working with them and others to find a comprehensive way to meet the need for low/moderate income housing throughout the County.

E. Coordinating Jobs/Housing Policies in Master Plans and in the APFO

In adopting the FY 88 AGP, the Council issued the following directive for the preparation of the FY 89 AGP:

The methods and criteria employed in apportioning available development capacity between residential and nonresidential development should be explained in full, and any potential revisions worth consideration in the apportionments for individual Policy Areas should be identified.

The County relies on the General Plan and master plan process to establish long-term policies for the location of the County's employment and housing centers. Master plans represent the blueprint for the buildout of each of the County's Policy Areas. Through a Sectional Map Amendment, the Council adopts master plan recommended zoning for each parcel of land in the County, thereby establishing land use policies for the ultimate distribution and density of both residential and nonresidential land uses. The interaction

between the land use and transportation elements of master plans determines the ultimate holding capacity for an area as measured over the long (15 to 20 years) term. Generally, in establishing an end-state balance between County transportation and land use policies, a master plan sets holding capacities for jobs and housing.

Through the the Adequate Public Facilities Ordinance, the Council coordinates the construction of master planned roads with the buildout of land uses. The APFO requires the Council annually to adopt Level of Service standards and corresponding development capacity ceilings. The level of service standards express the County's policy for the acceptable level of traffic congestion in each area, given our plans to build roads and the availability of transit alternatives in that area. The capacity ceilings are defined as the number of new jobs or housing units a policy area's transportation system can accommodate in the immediate future, while maintaining traffic at the acceptable congestion levels set by public policy.

In sum, in the General Plan and Master Plans, the Council establishes the long-term pattern of jobs and housing for the County as a whole, and for each area. In contrast, in the APFO, the Council adopts annual jobs and housing ceilings to stage the rate of private development so that an adequate level of transportation service is maintained in each area.

Coordinating Jobs/Housing Decisions in the Annual Growth Policy

The Executive believes an important function of the Annual Growth Policy process is the opportunity for the Council to manage growth by coordinating planning decisions found in different plans and regulations. Because jobs and housing allocations are found both in master plans and in the APFO ceilings, the Annual Growth Policy process offers the Council an opportunity to manage growth by coordinating APF ceilings with local area master plans.

The Executive recommends for the Council's consideration the following set of criteria for allocating unused capacity between jobs and housing. The Executive advises the Council that shifts in the rates of jobs to housing ratio are only mid-course refinements of County planning policies, with minimal impact on the long-range housing and employment strategies set in the County's Master Plans.

Before applying these criteria, the Executive recommends that the Council make preliminary assessments that the adopted master plan and the adopted level of service standard for each policy area are appropriately linked. In those master plans where the Council finds outdated land use policies or an apparent imbalance in the end state plan, the Council may want to link any changes in the jobs/housing ratio to a scheduled revision of the master plan.

Recommended Criteria

These criteria address two distinct situations: policy areas where little or no development capacity is available, and those where surplus development capacity exists. All of the information needed to apply the criteria is found in the statistical profiles for each policy area in Section IV.

Policy areas with little or no development capacity, distribute capacity between jobs and housing to prevent a moratorium in either category unless this change would allow the market to undermine adopted master plan policy. The steps for using this criteria include the following:

Compare the amount of existing jobs to the master plan job holding capacity. Compare the amount of existing housing to master plan housing holding capacity. Review the average rate of development for each use over the past five years to judge whether the market might undermine master plan policy. Where the supply of jobs approaches its master planned limits at a pace significantly faster or slower than the supply of housing approaches its master plan holding capacity, the overall land use plan for the policy area may be undermined.

In the Damascus area, for example, housing growth is approaching its holding capacity at a much faster pace than jobs growth approaches its holding capacity. As a result, development is predominantly residential with a shortage of nearby places of employment. In order to allow the job supply to "catch up" with the existing housing supply, the Executive supports the proposed allocation which extends the moratorium on housing in Damascus in FY 89 (no reallocation of jobs to housing).

2. Policy Areas with Surplus Development Capacity

Distribute capacity so that both the jobs and the housing categories hold sufficient net remaining capacity to accommodate growth during the next five years. Allocate any remaining surplus capacity to shift the existing jobs-to-housing ratio nearer to the Master Plan holding capacity jobs-to-housing ratio.

Use the previous five year annual growth trends for jobs and housing in each policy area to determine the jobs and housing ceilings needed to provide for five years of growth.

Application of the Capacity Transfer Criteria

The Executive recommends reallocation of transportation capacity between jobs and housing in several areas. The rationale for these changes appears in the paragrapahs below. A summary of Executive recommended reallocations for the FY 89 TAS ceilings, and possible reallocations for the FY 89 RTAS ceilings, are found in Tables 4 and 5. Note that one housing unit

utilizes a capacity equal to that of two jobs. The Executive recommends that the Council take both the recommended criteria and the specific jobs/housing capacity transfers to public hearing. Following the public hearing, the Executive may make further recommendations regarding capacity transfers.

Rationale for the Executive's Recommended Transfers.

Cloverly Area

The Executive endorses the Planning Board's recommended transfer of jobs to housing in the Cloverly Policy Area. This transfer of jobs to housing could allow an early lifting of the housing moratorium in the area. Even though the Planning Board proposed a one-to-one transfer of jobs to housing, the Executive recommends that the Council maintain the two-to-one relationship between housing and jobs.

Gaithersburg East Gaithersburg West Germantown East Areas In the I-270 Corridor extending from Gaithersburg to Germantown, the Executive recommends a redistribution of capacity which would facilitate development of this area as an employment center. In these areas of the County, the existing jobs/housing ratio is considerably lower than that called for in Area Master plans. Surplus housing capacity should be shifted to boost the jobs ceiling in the Gaithersburg West area under the recommended ceilings.

Under the RTAS ceilings, a similar transfer also would be prudent in the Gaithersburg East, Gaithersburg West and Germantown East policy areas in order to allow development to proceed at a rate conforming both to market demand and to master plans.

Kensington-Wheaton Area The Executive supports the Planning Board's recommeded transfer of jobs to housing in the Kensington-Wheaton Policy Area. Currently, the allocated jobs capacity in this area greatly outweighs the allocated housing capacity. The Kensington-Wheaton Master Plan and the Wheaton CBD Sector Plan -- both of which will be revised in the near future -- will determine the appropriate distribution of jobs and housing in the area. In the meantime, the County may need to reallocate some job capacity to housing in order prevent a housing moratorium and to preserve the opportunity to pursue new housing strategies during and following revision of the Master and Sector Plans.

The Executive points out that this reallocation will have the effect of delaying job creation in the Wheaton CBD. For this reason, as it approves the reallocation, the Council should also reaffirm its commitment to revise the Sector Plan in a timely manner. Residents of this area have expressed varied opinions on the degree of job creation required in the Wheaton CBD, and should have an opportunity to express their views during the public hearing on the ceiling levels.

Table 4

FY 89 Executive Recommended TAS Ceilings (Counts Four Years of Road Capacity)

PROPOSED SHIFTS BETWEEN JOB AND HOUSING CEILINGS

		Planning Board TAS Scenario		Executive Recommendation	
Policy Area	FY88 Ceiling	FY89 Ceiling	Net Remaining Capacity	FY89 Ceiling	Net Remaining Capacity
Cloverly Jobs Housing	591 (468)	341 (218)	259 (1,039)	341 (343)	259 (1,164)
Gaithersburg West					
Jobs Housing	21,307 7,240	23,307 10,240	2,717 6,018	29,307 7,240	8,717 3,018
Kensington- Wheaton *					
Jobs Housing	11,184 5,710	7,184 7,710	4,630 2,835	7,184 7,710	4,630 2,835

^{*} The Executive concurs with the reallocation of jobs to housing as recommended by the Planning Board for the Kensington-Wheaton Policy Area.

NOTE: One housing unit utilizes capacity equal to that of two jobs

Table 5
PROPOSED SHIFTS BETWEEN JOB AND HOUSING CEILINGS

__ _FY-89_Forecasted-RTAS-Ceilings --(Counts Six Years of Road Capacity)

			Planning Board FY 89 RTAS Scenario		utive RTAS Scenario
Policy Area	FY88 Ceiling	Forecaste <u>Ceiling</u>	Net ed Remaining <u>Capacity</u>	FY89 Ceiling	Net Remaining Capacity
Cloverly Jobs Housing	591 (468)	341 (218)	259 (1,039)	341 (343)	259 (1,164)
Gaithersburg East					
Jobs Housing	14,937 9,545	25,937 16,545	8,389 8,981	29,937 14,545	12,389 6,981
Gaithersburg West					
Jobs Housing	21,307 7,240	25,807 15,240	5,217 11,018	35,807 10,240	15,217 6,018
Germantown East					
Jobs Housing	3,996 678	10,496 6,678	5,329 4,630	14,496 4,678	9,329 2,630
Kensington- Wheaton *					
Jobs Housing	11,184 5,710	7,184 7,710	4,630 2,835	7,184 7,710	4,630 2,835

^{*} The Executive concurs with the reallocation of jobs to housing as recommended by the Planning Board for the Kensington-Wheaton Policy Area.

NOTE: One housing unit utilizes capacity equal to that of two jobs

F. The Fiscal Consequences of Growth

In the FY 88 AGP, the Council asked the Planning Board and the Executive to address the following issue:

The fiscal benefits and costs of new nonresidential and related residential development on County and State revenues and expenditures should be measured with sufficient detail so that policymakers will know the fiscal consequences of a given rate of development.

The Council has requested that we improve our ability to understand the relationship between growth and County revenues/expenditures. In fact, this request asks for two types of information; i.e., a model to evaluate fiscal implications of new developments, and a model to assess the fiscal consequences of the growth called for in master plans.

The Executive cautions against basing growth decisions solely on fiscal calculations. Elected officials must balance many public interests, including fiscal considerations, when deciding whether or not to approve specific projects, to encourage a faster or slower growth rate, or to adjust the balance between jobs and housing. The impact of these decisions on industry in the County may be quite different from the revenue/expenditure impact on the treasury of the County. Federal facilities are an example: NIH might cost more in expenditures than it brings in in revenues, but it is one of the major economic assets of the County. Probable fiscal impacts are an important consideration, and we should refine our capacity to assess this impact. The social, moral, legal and economic justifications for growth must also be part of the equation.

Evaluating the Costs and Benefits of Development Projects

The REDI model (Residential and Employment Development Impact model) developed by the Park and Planning Commission is the only model that is currently available for estimating costs and benefits of specific developments in the County. It is a fiscal impact model that seeks to measure the direct (jobs-related) and indirect (households-related) effects of a given development. The model is intended for evaluating one or a few developments at a given time. That is, the model estimates revenues to the County from income, property and business taxes, and Government expenditures for services such as schools, transportation, and police. It does not model the County's economy and lacks the capability to predict growth trends. It is not a useful policy tool for making macroeconomic decisions such as choosing an optimal growth rate for the economy.

The Executive believes the County needs to improve the REDI model before it is used for the purpose it is designed for, namely, to evaluate the fiscal impact of specific projects. For example, the model uses average costs and revenues. It would be more appropriate to use marginal costs and revenues when estimating the net fiscal impact of specific projects. In addition, there is no provision in the model for distributing costs and revenues over the lifetime of a project. Given the fact that most projects take longer than a year to complete, and Governmental expenditures are not uniform over time, it is important to use discount factors to estimate the fiscal impact in terms of the net present value.

How Growth Affects Revenues and Expenditures

Continuing growth is anticipated in and called for by the County's approved master and sector plans. Whether expressed in terms of population, households, or jobs, growth implies increases in CIP expenditures and in the operating budget. A large part of the Capital Improvements Program is initiated to provide roads, schools, and other facilities to implement master plans and to meet the needs of new development, both commercial and residential.

Growth also permits increases in funding sources. New revenues to fund CIP expenditures come from property taxes, personal income taxes, developer contributions and impact fees, and increased State funding for roads, schools and other facilities. Legislation enacted in 1986, for instance, requires developers to pay impact fees to support approximately one-half of the cost of new roads needed in the newly developing areas of Germantown and Eastern Montgomery County. Furthermore, the State of Maryland has been sensitive to the fact that Montgomery County provides a major portion of the State's tax revenues through economic development, and has an affluent working population. Consequently, the State has been both expanding and accelerating its road construction program within the County, as well as supporting the County's share of the capital obligation for METRO.

Expenditures for major public facilities to support growth are financed in large part by debt because other revenue sources, such as impact fee receipts or state contributions for schools, are often not received when the actual expenditure is required. The County's long-term debt, issued in the form of General Obligation bonds, includes substantial "forward funding" to compensate for delayed repayments from other sources. The County's AAA Bond Rating is due in part to our programs for planned and staged growth, coupled with strong fiscal and economic policies.

Expenditures for public services to support growth are funded in the County's operating budgets. Operating expenses are the largest factor in the overall cost of government. As the County grows in population, reasonable increases in the size of that workforce are appropriate. It is the County's policy to limit additional staffing to essential services, such as public safety, and to programs where effective service delivery itself depends on staffing in proportion to the number of people served.

Assessing the Fiscal Consequences of Growth

Given the relationships between growth and expenditures, the Executive feels that the County may need to develop a more comprehensive economic model to enable us to evaluate the fiscal implications of growth policy decisions. The Executive staff is working on developing the capability to assess the fiscal consequences of growth, and will coordinate these efforts with those of the Planning Board.

Notwithstanding the need for fiscal impact information, the Executive would like to emphasize that growth policy decisions are necessarily more comprehensive than decisions made solely for fiscal reasons. For example, by

aiming at the objective of minimizing expenditure or maximizing revenue through decisions based on fiscal calculations, the County risks defeating certain other socially desirable policy objectives. For instance, promoting low-cost housing or high-tech office developments may not be possible if decisions are based solely, or even mainly, on fiscal criteria. The Executive wants to ensure that these concerns and problems are kept in focus while considering the fiscal consequences of developments.

G. Pipeline Accuracy

The Executive recommends further work to ensure the accuracy of pipeline data. The pipeline should be the County's record of all approved but unbuilt subdivisions. The County relies on accurate and up-to-date pipeline information to determine how much net remaining capacity is available for new growth in each policy area at any time. It is essential that we use the best tools at our disposal for compiling pipeline data. Although the Planning Board staff has refined its pipeline accounting procedures in the past year, further improvements are necessary.

A review of several of this year's growth issues reaffirms the need to upgrade pipeline accuracy. For example, during study of the "recapture" proposal, the Executive learned that the pipeline does not include all subdivision approvals granted prior to 1982. Without an understanding of the number of pre-1982 subdivision approvals, the Council cannot properly evaluate the full effect of the pipeline pipeline on remaining transpotation capacity.

After the Planning Board updated its pipeline files this fall, the Executive became aware of a previously unnoticed, but highly significant, decrease in capacity for the Gaithersburg policy areas. This drop in net remaining capacity resulted from an accounting procedure which incorporates pipeline data from the City of Gaithersburg at yearly intervals. The Planning Board has since modified its monitoring of municipal pipeline data to update the County's files on a semi-weekly basis. Nonetheless, this episode demonstrates the ongoing need to streamline pipeline accounting practices.

In response to this need, the Executive proposes the establishment of an interagency technical committee to oversee improvements to pipeline data management. The technical committee should consist of staff from the Executive branch, the Planning Board, and the planning departments of the Cities of Rockville and Gaithersburg. Staff from these agencies will share information concerning subdivision approvals and will work to incorporate more accurate data into the pipeline calculations.

In addition, the Executive concurs with the recommendation made last spring by a subcommittee of the Economic Advisory Council, calling on the County to adopt procedures for annual audits of the pipeline. Annual audits will provide an additional degree of confidence when utilizing pipeline data for policy-making.

III. GROWTH CEILING RECOMMENDATIONS

Section 33A-13(d)(1) of the Annual Growth Policy requires:

By January 1 of each year, the County Executive must send to the County Council recommended growth capacity ceilings for each planning policy area, for both residential and employment land uses, that are consistent with the recommended Capital Improvements Program.

Housing and Jobs Ceilings, Based on APF Test for Transportation

As explained in the "Definitions" in the Appendix, ceilings are the total amount of development, expressed in terms of housing units and jobs, that have been determined to be balanced with existing and programmed transportation facilities for the area.

The Executive's Recommended Ceilings, based on the first four years of the FY 89 Recommended CIP, are found in Tables 6 and 7. Map 4 shows the policy areas that remain closed for new subdivision approvals under the recommended ceilings. These include:

0	Bethesda CBD	No	new	approvals	for	jobs	
0	Cloverly	No	new	approvals	for	housing	
0	Damascus	No	new	approvals	for	housing	3
0	Fairland/White Oak	No	new	approvals	for	jobs or	housing
0	Gaithersburg East	No	new	approvals	for	jobs	
	Germantown West			approvals			
0	North Bethesda	No	new	approva1s	for	jobs or	housing*

There may be changes to the Executive's recommended APF transportation ceilings because of the difference between the recommended CIP and the roads assumed in the Planning Board's "Anticipated FY89 Ceilings". Some roads were included in the Recommended CIP, but not assumed in the Planning Board's "Anticipated" scenario. Other roads were included in the Planning Board's scenario, but not in the recommended CIP.

These differences and their expected effect on the recommended ceilings are summarized in the chart below. Executive staff will conduct a model run with staff at the Planning Board in order to evaluate the actual relationship betwen the recommended CIP and the APFO Transportation Ceilings. The relevant tables will be corrected, based on the new information, and sent to the Council.

^{*} Moratorium to be lifted due to construction of I-270 spurs in the first four years of the CIP.

Chart 1

PROJECTS COUNTED IN THE "ANTICIPATED" FY 89 CEILINGS, BUT NOT IN THE RECOMMENDED FY 89 CEILINGS

NAME	POLICY AREA	LIKELY EFFECT ON CEILING
Key West Ave., I-270 to Gude	Gaithersburg West	Medium Decrease
Longdraft Road	Gaithersburg West	Medium Decrease
Middlebrook Road	Germantown West	Medium Decrease
Waring Station Road	Germantown West	Small Decrease

PROJECTS TO BE COUNTED IN THE RECOMMENDED FY 89 CEILINGS, BUT NOT COUNTED IN "ANTICIPATED" FY 89 CEILINGS

NAME	POLICY AREA L	IKELY EFFECT ON CEILING
Friendship Boulevard Jones Lane MD 117 Widening (scope change)	Bethesda/Chevy Chase Gaithersburg West Germantown West	Small Increase Small Increase Medium Increase
I-270 East Spur I-270 West Spur	North Bethesda North Bethesda	Large Increase Large Increase

Table 6
Executive's Recommended FY 89 TAS APF Transportation Ceilings (January, 1987 Base)

	(00,000, 3, 150, 5000,	*	
		Housing	
·	Jobs	Units	
Policy Area ²	Ceiling	<u>Ceiling</u> 8	
			
Bethesda CBD ³	9,246	1,865	
Bethesda/Chevy Chase ³	11,100	4,240	
Cloverly ⁴	341	(343)	
Damascus	854	(129)	
Fairland/White Oak ⁵	1,286	2,240	
Gaithersburg East	14,937	9,545	
Gaithersburg West ⁴	29,307	7,240	
Germantown East	5,746	2,178	
Germantown West	6,965	3,624	
Kensington/Wheaton ⁴	7,184	7,710	
North Bethesda ¹⁰	8,916	2,421	
Olney	2,613	5,313	
Potomac ⁶	3,295	4,493	
Rockville ⁷	20,325	2,753	
Silver Spring CBD	14,835	3,383	
Silver Spring/Takoma Park	1,380	<u>824</u>	
TOTAL ⁹	149,005	81,076	
			

The ceilings indicate the amount of jobs or housing units by which the road capacity in the recommended FY 89-94 CIP or FY 88-93 CTP exceed the estimated level of development as of January 1, 1987. Negative numbers, shown in parentheses, indicate the amount by which the existing development exceeds the recommended FY 89 ceiling.

Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as

well as to relevant zoning and water and sewer constraints.

Staging Ceilings were not adopted for Bethesda CBD and Bethesda/Chevy Chase as separate policy areas in the FY 88 AGP.

Staging Ceilings reflect Executive's recommended reallocation of jobs and

housing units.

2

4

5 Staging Ceilings are estimated based upon roadway level of service standard as a Group III policy area. All of the tests to confirm these values for the ceilings have not been completed as of January 1, 1988.

Staging Ceilings for this policy area are based on zoning.

7 The Executive recommends separate staging ceilings for the Rockville policy area in the FY 89 AGP. Final interpretation of which projects to rely upon from the Rockville CIP were still under discussion as of January 1988.

In any policy area with insufficient net remaining capacity, the ceiling is amended by 125 or 250 housing units for affordable housing developments, up to a maximum of 1,000 countywide. See AGP text for specific guidelines.

Totals value negative ceilings as zero; as final staging ceilings for the City of Rockville have yet to be determined, all totals exclude the Rockville Policy Area.

10 Large increases in ceilings expected due to construction of I-270 spurs in first four years of the CIP.

Capacity Remaining Under Executive's Recommended FY 89 TAS Transportation Ceilings (January 1987 Base)

	JOBS		HOUSING UNITS			
Policy Area	Jobs Ceiling	Pipeline ³	Remaining Capacity ⁴	Housing Units Ceiling ²	Pipeline3	Remaining Capacity ⁴
Bethesda CBD ⁵	9,246	9,833	(587)	1,865	850	1,015
Bethesda/Chevy Chase ⁵ Cloverly ⁶ Damascus ⁷ Fairland/White Oak ⁸	11,100 341 854 1,286	1,341 82 246 10,006	9,759 259 608 (8,720)	4,240 (343) (129) 2,240	707 821 535 5,295	3,533 (1,164) (664) (3,055)
Gaithersburg East Gaithersburg West ⁶	14,937	17,548	(2,611)	9,545	7,564	1,981
Germantown East	29,307 5,746	20,590 5,167	8,717 579	7,240 2,178	4,222 2,048	3,018 130
Germantown West Kensington/Whe a ton ⁶	6,965 7,184	7,935 2,554	(970) 4,630	3,624 7,710	5,081 4,875	(1,457)
North Bethesdal	8,916	9,539	(623)	2,421	2,593	2,835 (172)
Olney Potomac ⁹ Rockville ¹⁰	2,613 3,295 20,325	698 428	1,915 2,867	5,313 4,493	2,922 2,336	2,391 2,157
Silver Spring CBD ¹¹ Silver Spring/Takoma Park ¹¹	14,835 1,380	14,000 4,085 <u>880</u>	6,325 10,750 500	2,753 3,383 <u>824</u>	850 383 207	1,903 3,000 <u>617</u>
TOTAL ¹²	118,005	90,932	40,584	55,076	40,439	20,677

¹Moratorium to be lifted due to construction of I-270 spurs in the first four years of the CIP. (See Chart 2, Page AGP-32 for clarification).

²In any policy area with insufficient net remaining capacity, the ceiling is amended by 125 or 250 housing units for affordable housing developments up to a maximum of 1,000 countywide. See AGP text for specific guidelines.

 3 Total number of jobs or housing units in subdivisions approved up to October 8,1987. This total includes buildings completed between January 1, 1987 and October, 1987.

⁴Capacity remaining after the pipeline is subtracted from the staging ceilings shown in the previous column. Number in parentheses are negative and indicate areas in moratorium.

 $^5\mathrm{Staging}$ Ceilings were not adopted for Bethesda CBD and Bethesda/Chevy Chase as separate policy areas in the FY 88 AGP.

⁶Staging Ceilings reflect Executive's recommended reallocation of jobs and housing units.

 7 Pipeline reflects a proposed amendment to the FY88 AGP to correct an accounting error of existing development in the Damascus Policy Area.

⁸Staging Ceilings are estimated based upon a recommended change to the roadway level of service standard from a Group IV to a Group III Policy Area. The tests to confirm these numbers for the ceilings have not been completed as of January 1, 1988.

 $^{9}\mathrm{Staging}$ Ceilings for this policy area are based on zoning.

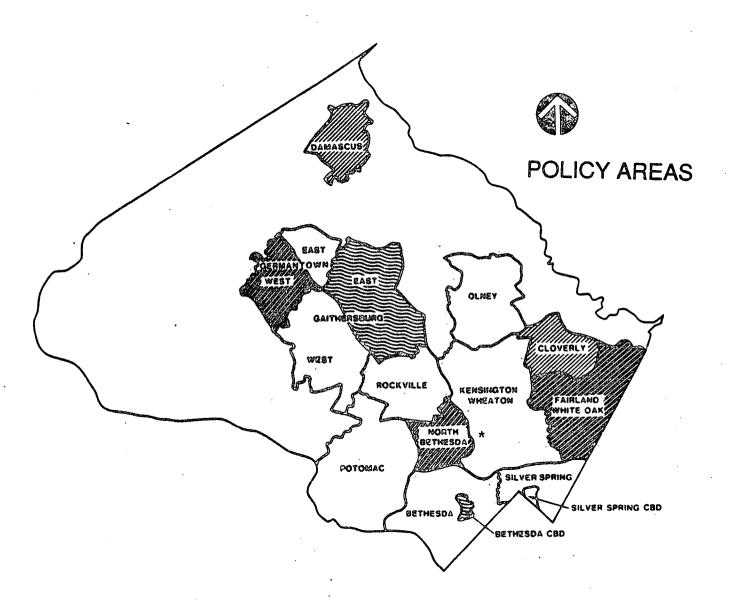
 10 Staging Ceilings were not adopted for Rockville in the FY 88 AGP. Final interpretations of which projects to rely upon from the Rockville CIP were still under discussion as of January 1, 1988.

11Since the FY 88 AGP was adopted, an amendment was made to separate Silver Spring into two policy areas. The pipeline, Ceiling and Remaining Capacity reflect the numbers that were adopted on November 10, 1987, as part of the Silver Spring amendment to the FY 88 AGP.

 12 Totals value negative capacities and ceilings as zero; As final staging ceilings for the City of Rockville have yet to be determined, all totals exclude the Rockville Policy Area.

Effect of Executive's Recommended FY 89 Ceilings

Based On 4 Years of Road Construction





NO NEW APPROVALS FOR JOBS

NO NEW APPROVALS FOR HOUSING

NO NEW APPROVALS FOR JOBS OR HOUSING

*Moratorium is to be lifted due to construction of I-270 spurs in the first four years of the CIP. (See Chart 2, Page AGP-32 for clarification.)

RTAS Information

The following information is presented to allow for a thorough discussion of the RTAS proposal. Tables 8 and 9 includes the ceilings available under RTAS, which calls for counting all six years of the CIP under certain circumstances. Map 5 displays the effect of RTAS ceilings in FY 89. The chart below indicates the differences between the roads assumed in the Planning Board's RTAS scenario and the Recommended CIP, along with their expected effect on the ceilings. Finally, Table 10 compares the ceilings and the remaining capacities under the Executive's Recommended Ceilings (TAS) with those under RTAS.

Under RTAS, the APFO moratorium will continue in:

0 0 0	Bethesda CBD Cloverly Damascus	No new approvals for jobs No new approvals for housing No new approvals for housing
	Fairland/White Oak	No new approvals for jobs or housing
0	Germantown West	No new approvals for housing

Chart 2
PROJECTS TO BE COUNTED IN THE EXECUTIVE'S FORECASTED FY 89 RTAS CEILINGS,
BUT NOT COUNTED IN THE PLANNING STAFF'S ANTICIPATED FY 89 RTAS CEILINGS

NAME	POLICY AREA	LIKELY EFFECT ON CEILING
Friendship Boulevard Robey Road Fairland Road East Goshen Road (scope change)	Bethesda/Chevy Chase Fairland/White Oak Fairland/White Oak Gaithersburg East	Small Increase Small Increase Small Increase Medium Increase
Jones Lane Middlebrook Road (scope change)	Gaithersburg West Germantown West	Small Increase Medium Increase
MD 117 Widening (scope change)	Germantown West	Medium Increase
Veirs Mill/Twinbrook Pkwy	North Bethesda	Small Increase

PROJECTS COUNTED IN THE PLANNING STAFF'S ANTICIPATED FY 89 RTAS CEILINGS, BUT NOT IN THE EXECUTIVE'S FORECASTED FY 89 RTAS CEILINGS

NAME	POLICY AREA	LIKELY EFFECT ON CEILING
Briggs Chaney Rd Widening MD 124/Shady Grove Connection Longdraft Road Waring Station Road ICC: US 29 to PG Line* MD 28: Key West to MD 124* MD 124: MD 28 to Longdraft*	Fairland/White Oak Gaithersburg East Gaithersburg West Germantown West Fairland/White Oak Gaithersburg West Gaithersburg West	Medium Decrease Medium Decrease Medium Decrease Small Decrease Large Decrease Medium Decrease Medium Decrease

*These projects are projected for completion in FY 94, one year beyond the State's six-year CTP. According to the current RTAS proposal, these projects cannot be counted, even though their completion coincides with the sixth year of the County's CIP.

Final Draft Recommended FY 89 RTAS APF Transportation Ceilings (January, 1987 Base)

Policy Area ²	Jobs Ceiling	Housing Units Ceiling ⁸
Bethesda CBD ³ Bethesda/Chevy Chase ³ Cloverly Damascus Fairland/White Oak ⁴ Gaithersburg East Gaithersburg West Germantown East Germantown West Kensington/Wheaton North Bethesda Olney Potomac ⁵ Rockville ⁶ Silver Spring CBD Silver Spring/Takoma Park	9,246 11,100 341 854 9,786 25,937 25,807 10,496 9,965 7,184 15,666 3,113 3,295 20,325 14,835 1,380	1,865 4,240 (218) (129) 3,990 16,545 15,240 6,678 4,124 7,710 5,921 6,063 4,493 2,753 3,383 824
Tota 17	149,005	81,076

The ceilings indicate the amount of jobs or housing units by which the road capacity in the anticipated FY 89-94 CIP or FY 88-93 CTP exceed the estimated level of development as of January 1, 1987. Negative numbers, shown in parentheses, indicate the amount by which the existing development exceeds the anticipated FY 89 ceiling.

Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

3 Staging Ceilings were not adopted for Bethesda CBD and Bethesda/Chevy

Chase as separate policy areas in the FY 89 AGP.

Staging Ceilings are estimated based upon roadway level of service standard as a Group III policy area. All of the tests to confirm these values for the ceilings have been completed as of January 1, 1988.

5 Staging Ceilings for this policy area are based on zoning.

The Executive recommends separate staging ceilings for the Rockville policy area in the FY 89 AGP. Final interpretation of which projects to rely upon from the Rockville CIP were still under discussion as of January 1988.

Totals value negative ceilings as zero; As final staging ceilings for the City of Rockville have yet to be determined, all totals exclude the

Rockville Policy Area.

4

7

8

In any policy area with insufficient net remaining capacity, the ceiling is amended by 125 or 250 housing units for affordable housing developments, up to a maximum of 1,000 countywide. See AGP text for specific guidelines.

Capacity Remaining Under FY 89 Final Draft RTAS Transportation Ceilings (January 1987 Base)

Table 9

	JOBS		•	HOUSING UNITS		
Policy Area	Jobs <u>Ceiling</u>	Pipeline ²	Remaining Capacity ³	Housing Units <u>Ceiling</u> l	Pipeline ²	Remaining Capactity 3
Bethesda CBD	9,246	9,833	(587)	1,865	850	1,015
Bethesda/Chevy Chase	11,100	1,341	9,759	4,240	707	3,533
Cloverly	341	82	259	(218)	821	(1,039)
Damascus	854	246	608	(129)	535	(664)
Fairland/White Oak	9,786	10,006	(220)	3,990	5,295	(1,305)
Gaithersburg East	25,937	17,548	8,389	16,545	7,564	8,981
Gaithersburg West	25,807	20,590	5,217	15,240	4,222	11,018
Germantown East	10,496	5,167	5,329	6,678	2,048	4,630
	9,965	7,935	2,030	4,124	5,081	(957)
Germantown West	7,184	2,554	4,630	7,710	4.875	2,835
Kensington/Wheaton	15,666	9,539	6,127	5,921	2,593	3,328
North Bethesda	•	698	2,415	6,063	2,922	3,141
Olney	3,113	428	2,867	4,493	2,336	2,157
Potomac	3,295		2,753	850	1,903	-,
Rockville	14,000	6,325	•		383	3,000
Silver Spring CBD	14,835	4,085	10,750	3,383		617
Silver Spring/Takoma Park	1,380	880	500	824	207	017
Total ⁴	149,005	90,932	58,880	81,076	40,439	49,255

1 In any policy area with insufficient net remaining capacity, the ceiling is amended by 125 or 250 housing units for affordable housing developments, a maximum of 1000 countywide. See AGP text for specific guidelines.

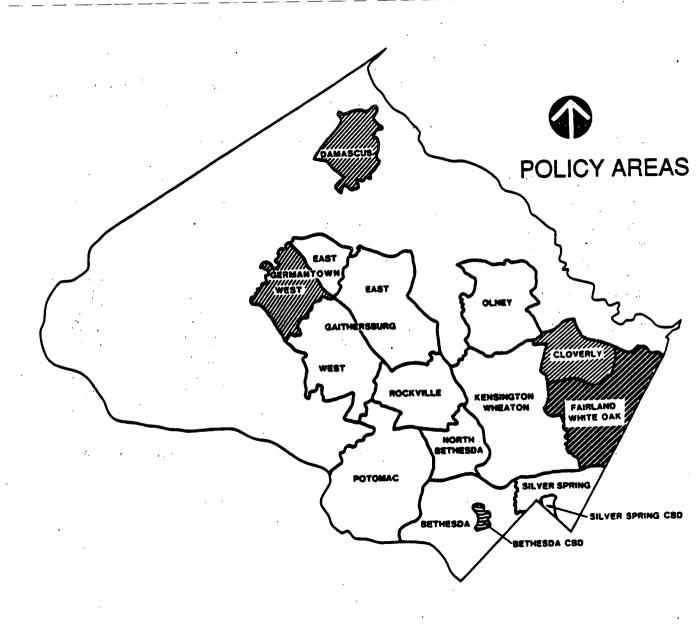
²Total number of jobs or housing units in subdivisions approved up to October 98, 1987. This total includes buildings which were completed between January 1, 1987 and October 1987.

 3 Capacity remaining after the pipeline is subtracted from the staging ceilings shown the previous column. Numbers in parentheses are negative and indicate areas that would be in moratorium.

⁴Totals value negative capacities and ceilings as zero; As final staging ceilings for the City of Rockville have yet to be determined, all totals exclude the Rockville Policy Area.

Effect of FY 89 Ceilings Under RTAS*

Based On 6 Years of Road Construction





NO NEW APPROVALS FOR JOBS

NO NEW APPROVALS FOR HOUSING



NO NEW APPROVALS FOR JOBS OR HOUSING

Table 10

Comparison of Net Remaining Capacities Under the Executive's FY 89 Recommended TAS Ceilings and the FY 89 Final Draft RTAS Proposal

	$(based \overline{o})$	AS n 4 years of construction)			
Policy Area	Jobs	Housing	Jobs	Housing	
Bethesda CBD Bethesda/Chevy Chase Cloverly Damascus *Fairland/White Oak *Gaithersburg East *Gaithersburg West *Germantown East *Germantown West Kensington/Wheaton *North Bethesda *Olney Potomac Rockville Silver Spring CBD Silver Spring/Takoma	259 608 (8,720) (2,611) 8,717 579 (970) 4,630 (623) 1,915 2,867 6,325 10,750	1,015 3,533 (1,164) (664) (3,055) 1,981 3,018 130 (1,457) 2,835 (172) 2,391 2,157 1,903 3,000 617	(587) 9,759 259 608 (220) 8,389 5,217 5,329 2,030 4,630 6,127 2,415 2,415 2,867 6,325 10,750 500	1,015 3,533 (1,039) (664) (1,305) 8,981 11,018 4,630 (957) 2,835 3,328 3,141 2,157 1,903 3,000 617	

^{*} Area with roads scheduled for completion in 5th and 6th years of CIP.

Student Ceilings, Based on APF Test for Public Schools

The Executive recommends the adoption of the ceilings shown on Tables 11, 12, and 13. Under the recommended new methodology for determining if school capacity is adequate, the Executive has determined that there is sufficient capacity in the school system throughout the County to permit approval of residential subdivision applications in FY 89. (Maps 4 and 5 illustrate the ceilings.)

Table 11

Comparison of 1992 MCPS Projected Elementary School Enrollment with County Executive's Recommended FY 89-94 CIP Program Capacity

ELEMENTARY SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA PROJECTED 1992 ENROLLMENT, RECOMMENDED CAPACITY, AND UTILIZATION

	A	. 3	C	D	Ε
GEOGRAPHIC AREA HIGH SCHOOL CLUSTER	SEPTEMBER 1992 Enrollhent	100 PERCENT COUNCIL FUNDED PROBRAM CAPACITY COUNTY EXECUTIVE'S	CAPACITY REMAINING AT 100 PERCENT	110 PERCENT COUNCIL FUNDED PROGRAM CAPACITY COUNTY EXECUTIVE'S	CAPACITY REMAINING AT 110 PERCENT
AND AREA	PROJECTED BY HCPS	RECONNENDED FYS 89-94 CIP	9 - A	RECOMMENDED FYS 89-94 CIP B • 110 PERCENT	, D - A
RIAIR	5131	5020	-111	5522	391
EINSTEIN	2787	2871	84	3158	371
KENNEDY	2289	2178	-111	2396	107
PAINT BRANCH	3362	3282	-80	3610	248
SHERWOOD	3279	2772	-507	3049	-230
SPR I NGBROOK	4393	4029	-364	4432	39
MEATON	2797	2974	77	3161	364
TOTAL AREA 1	24038	23026	-1012	25329	1291
BETHESDA-CHEVY CHASE	2795	2914	119	3205	410
CHURCHILL	2773	2664	-10 9	2930	157
WALTER JOHNSON	2812	2652	-160	2917	105
R. MONTGOMERY	2344	2100	-244	2310	-34
ROCKVILLE	2113	2766	653	3043	930
MHITHAM	2000	2119	119	2331	331
TOTAL AREA 2	14837	15215	378	16737	1900
DAMASCUS ,	2959	2983	-76	3171	212
GAITHERSBURG	5514	5494	-20	6043	529
MAGRUDER	2216	2261	45	2487	271
POOLESVILLE	963	· 851	-112	936	-27
QUINCE ORCHARD	3529	3423	-106	3765	236
SERECA VALLEY	4797	4641	-156	5105	308
NATKINS MILL	3423	3509	86	3860	437
, MOOTTON	2897	2228	461	3694	797 '
TOTAL AREA 3	26298	26420	122	29062	2764
TOTAL COUNTY	45173	64661	-512	71127	5954

Does not reflect middle school for Wheaton in Area 1. If the Wheaton community expresses interest, the Superintendent recommends reorganizing for middle school in September 1989. As part of the FY 1990 budget process, the Superintendent will develop staff recommendations for studedent reassignments potentially affecting the Kennedy, Hagruder, Roctville, and Sherwood Clusters. The Superintendent will explore a future boundary change between the Damascus and Poolesville Clusters.

Table prepared by Office of Management and Budget, December 21, 1987.

Table 12

Comparison of 1992 MCPS Projected JIM School Enrollment with County Executive's Recommended FY 89-94 CIP Program Capacity

JIM SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA PROJECTED 1992 ENROLLMENT, RECOMMENDED CAPACITY, AND UTILIZATION

		•			
•	A	3	C	D	, ε
SEOGRAPHIC AREA HIGH SCHOOL CLUSTER AND AREA	SEPTEMBER 1992 EMRGLLMENT PROJECTED BY	100 PERCENT COUNCIL FUNDED PROGRAM CAPACITY COUNTY EXECUTIVE'S RECONNENDED FYS 89-94	CAPACITY REMAINING AT 100 PERCENT B - A	110 PERCENT COUNCIL FUNDED PROSRAM CAPACITY COUNTY EXECUTIVE'S RECONNENDED FYS 09-94	CAPACITY REMAINING AT 110 PERCENT D - A
	MCPS	CIP		CIP	
BLAIR	1401	1656	255	1822	421
EINSTEIN	988	1220	232	1342	354
KERKEDY	1001	1013	12	1114	113
PAINT BRANCH	1285	1524	241	1678	393
SHERWOOD	1269	909	-360	1000	-269
SPR I NEBROOK	1030	945	-85	1040	10
WEATON	646	1121	475	1233	587
TOTAL AREA 1	7620	8288	768	1227	1607
BETHESDA-CHEVY CHASE	640 .	923	283	1015	375
CHURCHILL	786	905	119	995	209
MALTER JOHNSON	713	752	39	827	114
R. MONTGOMERY	1026	896	-131	985	-41
ROCKVILLE	862	249	101	1059	197
UNITHAN	1061	1062	1	1168	107
TOTAL AREA 2	5080	5499	411	6049	961
DAMASCUS	775	891	116	980	205
GA! THERSBURG	1120	1170	50	1287	167
MAGRUDER	984	792	-192	. 871	-113
POOLESVILLE	0	0	0	0	0
QUINCE ORCHARD.	907	1062	155	1168	261
SENECA VALLEY	1052	95 0	-103	1044	-8
WATKINS HILL	854	711	-143	782	-72
MODITON .	898	837	-61	921	23
TOTAL AREA 3	6590	6413	-178	7054	464
TOTAL COUNTY	19298	20300	1002	22330	3032

Does not reflect middle school for Wheaton in Area 1. Wheaton community may express interest in middle school. If so, Superintendent recommends reorganizing Wheaton Cluster in 1989.

As part of the FY 1990 budget process, the Superintendent will develop staff recommendations for student reassignments potentially affecting the Kennedy, Magruder, Rockville, and Sherwood Clusters. The Superintendent will explore a future boundary change between the Damascus and Poolesville Clusters.

Table prepared by Office of Management and Budget, December 19, 1987.

Table 13

Comparison of 1992 MCPS Projected High School Enrollment with County Executive's Recommended FY 89-94 CIP Program Capacity

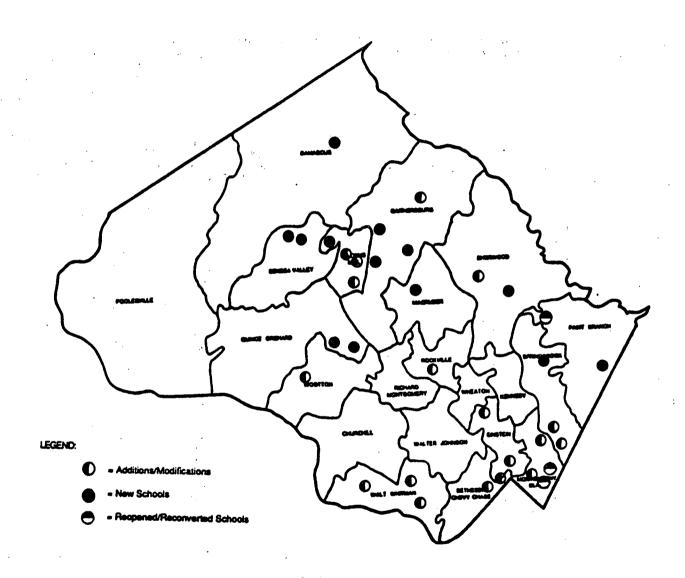
SENIOR HIGH SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA PROJECTED 1992 ENROLLMENT, RECOMMENDED CAPACITY, AND UTILIZATION

	A	1	c	D	E
	CENTENDED 1887	100 PERCENT COUNCIL FUNDED PROGRAM CAPACITY	CAPACITY REMAINING	110 PERCENT COUNCIL FUNDED PROGRAM CAPACITY	CAPACITY REMAINING
SEOSRAPHIC AREA	SEPTEMBER 1992 Emrollment	COUNTY EXECUTIVE'S	AT 100 PERCENT	COUNTY EXECUTIVE'S	AT 110 PERCENT
HIGH SCHOOL CLUSTER	PROJECTED BY	RECONNENDED FYS 89-94		RECOMMENDED FYS 89-94	
KRU NREA	MCPS	CIP		CIP	•
BLAIR	2057	2039	-19	2242	185
EINSTEIN	1285	1386	101	1525	240
KENNEDY	1245	1359	114	1495	250
PAINT BRANCH	1610	1575	-35	1733	123
SHERWOOD	1297	1422	125	1564	267
SPR I NEBROOK	1908	1580	-329	1737	-171
NHEATON	1169	1188	19 .	1307	138
TOTAL AREA 1	10571	10548	-23	11603	1032
BETHESDA-CHEVY CHASE	1323	1535	212	1689	365
CHURCHILL	1700	1544	-157	1698	-2
WALTER JOHNSON	1201	1571	370	1728	527
R. MONTGONERY	1518	1503	-15	1653	135
ROCKVILLE	1051	1269 -	219	1396	345
UH I THAM	1345	1656	311	1822	477-
TOTAL AREA 2	8128	9077	939	9984	1846
DAHASCUS	1192	1130	-53	1242	60
GAITHERSBURG	1697	1941	144	2025	328
MAGRUDER	1273	1355	82	1490	217
POOLESVILLE	476	860	384	945	. 469
QUINCE ORCHARD	1793	1950	57	2034	241
SEKECA VALLEY	1584	1679	95	1846	262
MATKINS HILL	1394	1458	64	1604	210
MOOTTOM	1704	1584	-120	1742	38
TOTAL AREA 3	11103	11754	651	12929	1826
TOTAL- COUNTY	29812	31379	1567	34516	4704

As part of the FY 1990 budget process, the Superintendent will develop staff recommendations for student reassignments potentially affecting the Kennedy, Hagruder, Rockville, and Sherwood Clusters. The Superintendent will explore a future boundary change between the Damascus and Poolesville Clusters.

Table prepared by Office of Management and Budget, December 19, 1997.

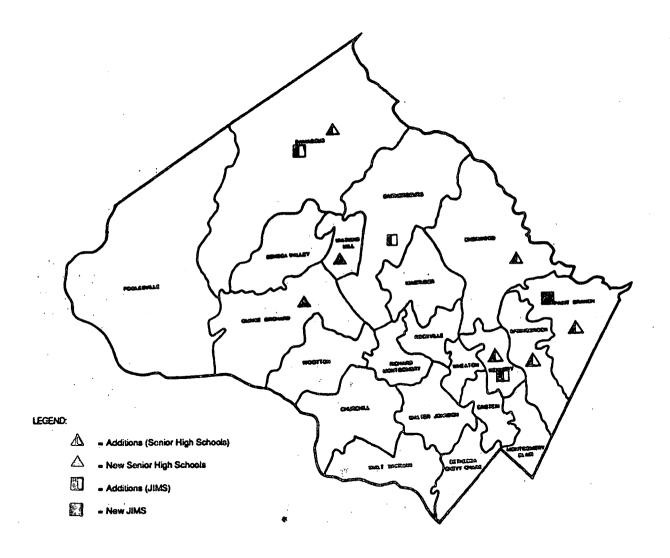
EXECUTIVE'S RECOMMENDED PROJECTS (ELEMENTARY SCHOOLS) THAT WOULD INCREASE CAPACITY FOR APFO DETERMINATION



Notes:

- (1) Map shows projects that increase capacity by 1992.
- (2) New and expanded facilities are only one of the methods by which capacity problems will be resolved. Other methods include grade level reorganizations, boundary changes, and relocatable classrooms on a temporary basis. (See text for details.)
- (3) Map not drawn to scale.

EXECUTIVE'S RECOMMENDED PROJECTS (JIMS AND SENIOR HIGH SCHOOLS) THAT WOULD INCREASE CAPACITY FOR APFO DETERMINATION



Notes:

- (1) Map shows projects that increase capacity by 1992.
- (2) New and expanded facilities are only one of the methods by which capacity problems will be resolved. Other methods include grade level reorganizations, boundary changes, and relocatable classrooms on a temporary basis. (See text for details.)
- (3) Map not drawn to scale.

Nesotation No.
Introduced:
Adopted:
COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
By: County Council

Posalution No .

Subject: Approval of FY 89 Annual Growth Policy.

Background

- 1. Bill 11-86 requires that no later than June 30 of each year, the County Council must adopt an Annual Growth Policy to be effective throughout the next fiscal year, providing policy guidance to the various agencies of government and to the general public on matters concerning land use development, growth management and related environmental, economic and social issues.
- 2. On December 29, 1987, in accordance with the requirements of Bill 11-86, the County Executive transmitted to the County Council the FY 89 Annual Growth Policy (AGP) for Montgomery County, showing his revisions to the Annual Growth Policy Draft submitted by the Planning Board on December 1, 1987.
- 3. The Executive Recommended FY 89 Annual Growth Policy proposed that the following growth issues be resolved during the Council's consideration of the AGP:

Possible revisions to the County's methodology for determining the adequacy of transportation facilities;

The advisability of requiring older subdivision approvals, made before 1982, to be tested again under new, tighter APF rules;

Adopting a_methodology_for testing the adequacy of schools under the APF;

Improving the way Montgomery County and the cities of Rockville and Gaithersburg coordinate their planning policies;

Criteria for allocating new road capacity between jobs and housing in support of the County's adopted master plans;

Understanding the effect of growth on public revenues and expenditures.

Modifying the County's growth staging process to support more low and moderate income housing;

Improving accuracy of information in the pipeline of development approvals.

The FY 89 Annual Growth Policy proposed by the County Executive and the Planning Board established growth ceilings by policy area for subdivisions for both residential and employment uses.

- 4. In addition, the Annual Growth Policy report as submitted by the County Executive and the Planning Board contained supporting and explanatory materials including forecasts for the most probable trends in population and households, a set of recommended growth capacity ceilings for each policy area within the County, guidelines for the administration of the APFO, and other background information relevant to the subject of growth policy. The Planning Board also submitted two supporting reports including "Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings."
- 5. On _______, 1988, the County Council held a public hearing on the County Executive's recommended Growth Policy for Fiscal Year 1989.
- 6. On _______, 1988, the Council conducted worksessions on the proposed Growth Policy report for FY 1989, at which time careful consideration was given to the public hearing testimony, recommended revisions of the Montgomery County Planning Board, and the comments and concerns of other interested parties.

Action

The County Council for Montgomery County, Maryland, approves the following Resolution:

The County Executive's recommended FY 89 Annual Growth Policy has been reviewed and amended by the County Council, so that the following constitutes the entire Annual Growth Policy for FY 89:

I. Guidelines to Agencies of Government regarding Growth Policy

- A. The Montgomery County Planning Board is directed to follow the guidance in Section II, below, in its administration of the Adequate Public Facilities Ordinance.
- B. The Office of Planning Policies and the Montgomery County Planning Board are directed to coordinate with the Cities of Rockville and Gaithersburg, and the Town of Washington Grove, on planning policies.
- C. Executive branch agencies and the Montgomery County Planning Board are directed to revise and improve the Residential and Employment Development (REDI) model and to assess other techniques for measuring the fiscal effects of growth.
- D. The Montgomery County Planning Board is directed to institute an interagency technical committee to oversee accuracy of data in the pipeline of development approvals, and to conduct an annual audit of this information.

II. [I]. Guidelines for the Administration of the Adequate Public Facilities Ordinance:

The Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k), directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities.

The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted administratively by the Planning Board to the extent that these guidelines conflict with previous ones. They also supersede those provisions of the Adequate Public Facilities Ordinance which were specified to apply only until the County Council had approved an Annual Growth Policy.

The Council accepts the definitions of terms and the assignment of values to key measurement variables which were used by the Planning Board and its staff, and accepted by the Executive, in developing the recommended Annual Growth Policy. The Council delegates to the Planning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board is directed to request and consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

Subdivision applications may be subject to two different types of test. One is called the Policy Area Review. The other is called the Local Area Review.

The Policy Area Review divides the County into policy areas. These are geographic areas for which the adequacy of public facilities is addressed on an area-wide basis, as follows:

- With regard to transportation, a staging ceiling may be established for each policy area.
- With regard to school facilities, a legislative determination will be made whether the school facilities for each policy area are adequate.

The staging ceiling for a policy area is defined as the maximum amount of land development that can be accommodated by the existing and programmed public facilities serving the area, at an assigned level of service standard. The legislative directive concerning school policy areas reflects a determination whether additional development can be accommodated by the schools. The policy area staging ceilings and directives approved in this Annual Growth Policy are to remain in effect throughout FY 89 unless amended subsequently by the County Council after public hearing.

Except for special circumstances which are described below (see discussions of "Ceiling Flexibility"), if a proposed subdivision is in a geographic policy area for which previously approved development (pipeline) exceeds the staging ceiling, or for which a negative school facility directive exists, then the Planning Board must find the public facilities to be inadequate.

The purpose of the Policy Area Review method for transportation facilities is to place the individual subdivision within the context of a comprehensive, countywide assessment, which takes account of, and properly allows for, the upstream and downstream traffic impacts of development in various geographic areas. Similarly, the purpose of the policy area directives concerning school facilities is to reflect the ability of the public school system to accommodate students from new development.

The policy area ceilings and directives described in this AGP are based on the public facilities in the Approved FY 89-94 Capital Improvements Program and the Maryland Department of Transportation FY 88-93 Consolidated Transportation Program. These ceilings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during work sessions by the County Council. Approval of the ceilings and directives reflects a legislative judgment that, all things considered, these staging ceilings and procedures constitute a reasonable, appropriate, and desirable set of interim growth limits, which are properly related to the ability of the County to program and construct facilities necessary to accommodate growth.

These guidelines are not intended to be used as a means for government to avoid its responsibility to provide adequate public facilities. Alternatives may be available for developers who wish to proceed in advance of the adopted public facilities program, through the provision of additional public facility capacity beyond that contained, in the approved Capital Improvements Program, or through other measures which accomplish an equivalent effect.

The administration of the Adequate Public Facilities Ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than APF guidelines, the guidelines in the adopted master plan or sector plan shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Bethesda Sector Plan, the Friendship Heights Sector Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, the Nicholson Lane Sector Plan and the Shady Grove West portion of the Gaithersburg Vicinity Master Plan. The ceiling in the Potomac Policy Area is set at the zoning ceiling based on the policy in the Potomac Master Plan. The ceiling in the Fairland/White Oak Policy Area also is set at a level that reflects the policy of the Eastern Montgomery County Master Plan (see further description below).

The ceiling in all Group I areas is set at the zoning ceiling subject to guidelines for Local Area Review and guidelines for water and sewerage facilities.

A. Guidelines for Transportation Facilities

(1) Policy Area Review

(a) Establishment of Staging Ceilings

For the purposes of transportation analysis, the County has been divided into 246 areas called traffic zones as seen in Map 8. Based upon their transportation characteristics, these areas are grouped into transportation policy areas. In many cases, transportation policy areas have boundaries that are the same as planning area boundaries.

Map 9 shows the policy areas, and the Standard of Transportation Level of Service assigned to each of them. These levels of service standards represent a statistical average over the whole policy area. They are used in the calculations in the traffic simulation model described below. In general, the average level of service standards posted for each policy area are based on a policy that it is appropriate to permit greater congestion to occur in areas in which greater transit availability provides an alternative mode of travel for many travelers in the area. (Chart I provides a refined basis for showing the correspondence between transit availability and the average level of service standards.)

Through the use of a computerized traffic simulation model, the Planning staff has computed a balanced relationship between a programmed set of transportation facilities and a geographical pattern of jobs and housing units. Policy area ceilings have been established through a process which assigns a hypothetical future land use pattern (i.e., jobs, and housing units derived from interim market projections) to the County, and tests its traffic impact through the use of this model. Through a process of repetitive trial and error, this land use pattern has been modified so that it

AGP-47

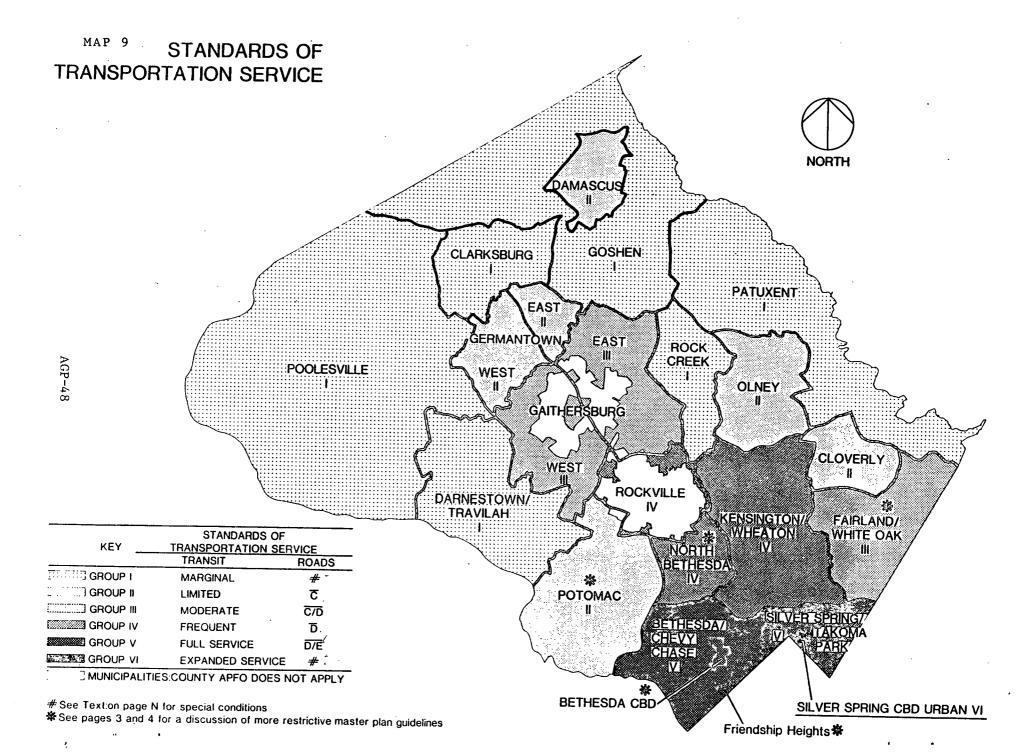


Chart 3

CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS

					t Services Available or Progra			
Average Level of Group Service Classifi- Standards cations	Public Transport Alternatives to Automobile Travel	Auto Dependent and/o	r	Bus Besed Systems		Fixed Guideway Systems		
		Park/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vehicle Priority Systems		Commuter Rail or Light Rail	Hetrorail	
•	ī	Marginal	Marginal access to stations or bus routes outside of the area	Not available	Not avoilable		Marginat amount of the area is within walk access	Not Available
₹	11	Limited	Limited number of perk/ride speces	Limited coverage and frequency	Limited park/ride spaces or lots with local bus service		Limited park/ride access and walk access	Park/ride and kiss/ride access limited to near- by stations out- side of the area
ē∕ ō		Hoderate	Noderate number of park/rido spaces, limited kiss/rido service	Moderate coverage, service lim- ited to policy fre- quencies	Moderate express bus service in conjunction with a system of park/ ride lots		Moderate parking or walk access with system transfers	Moderate station coverage in the area with asso- ciated feeder bus access
จึ	īV	Frequent	Noderate park/ride spaces and moderate kiss/ride service	Moderate coverage, combined policy and frequent demand-based service	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a system of park/ ride lots		Same as Group III above	More dense specing of sta- tions and feeder bus routes
5∕Ē	v	Full	Limited park/ ride with full reliance on kiss/ride access	full area coverage and a large num- ber of routes with frequen- cies based on despand	Same as Group IV above		Same as Group !!! above	Full frequency and full reli- ance on kiss/ ride, easier walk and bicycle access
	VI	Expanded	Expended perk/ ride with reliance on kiss/ride access	Expanded bus frequencies; 100 buses in PM pask hour	Same as Group IV above		Same as Group III abové	Designated CSD; controlled park- ing; Transporta- tion Management District

See Text for Method, and Standard of Measuring Traffic.

produces a traffic volume and distribution that is equivalent to the average level of service standard for each policy area. The staging ceilings established by this method are shown in Table 6.

The ceiling in the Fairland/White Oak Policy Area is set at the C/D average level of service. This reflects the policy decision in the Eastern Montgomery County Master Plan that housing density, reduced for environmental reasons near the high-quality Paint Branch tributaries, should be increased in the U.S. 29 corridor where it can be better served by transit, and that, as the number of jobs and housing in this corridor increases, transit service can be increased to adequately serve the transportation needs of this density. The existing and programmed transit facilities and services in the Fairland/White Oak Policy Area are sufficient to classify it as a Group III Policy Area with moderate transit service.

The traffic simulation model takes into account all existing and approved development and all eligible programmed transportation CIP projects. For these purposes, "approved development" includes all approved preliminary plans of subdivision. "Eligible programmed transportation CIP projects" include all County CIP, State Transportation Program projects, and City of Rockville or Gaithersburg projects for which 100 percent of the expenditures for construction are estimated to occur within the first four years of the applicable programs.

Planning staff shall keep a record of all previously approved preliminary plans and other data about the status of development projects, and continuously update the pipeline number of approved preliminary plans, thus constantly keeping in view, and presenting to the Planning Board, the amount of capacity still available under the adopted ceiling at any given time. When the subdivision pipeline has risen to meet the ceiling, no more subdivisions shall be approved by the Planning Board in that policy area, except under certain special circumstances, which are outlined below. (Table 7 shows the net capacity remaining as of October 8, 1987.)

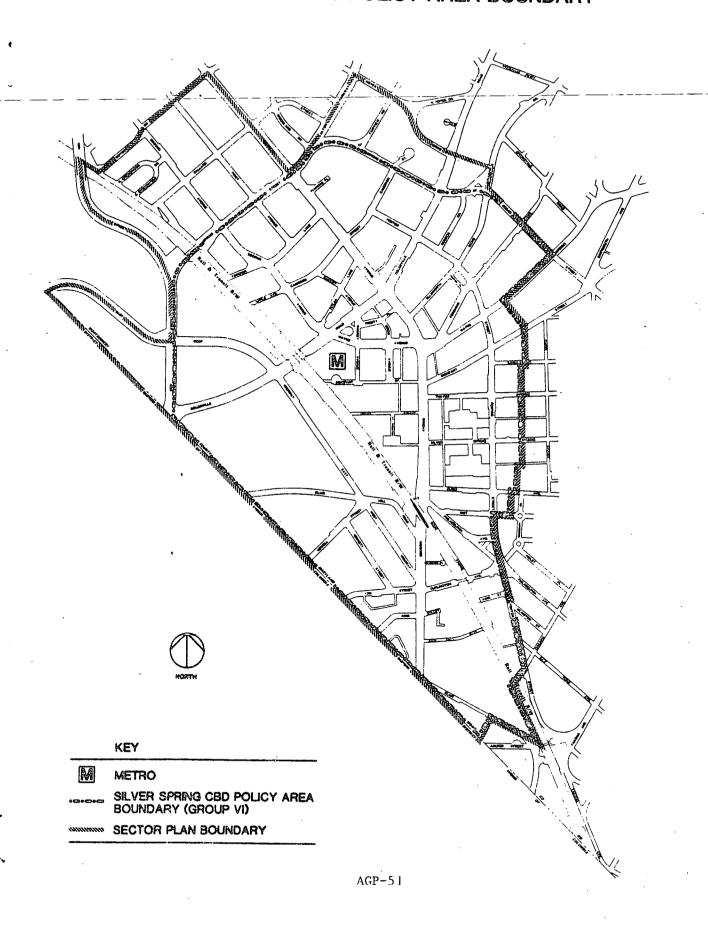
(b) Silver Spring CBD Policy Area Ceiling

The Silver Spring CBD was established as a separate Group VI Policy Area in 1987, as categorized on Map 9 and Chart 3. The boundaries of the new policy area are shown on Map 10.

The job and housing ceilings for this Group VI Policy Area must meet the following administrative guidelines:

- All traffic limitations are derived from the heaviest traffic demand period, in Silver Spring's case, the p.m. peak hour outbound traffic;
- o The average level of service for the surrounding Silver Spring/Takoma Park Policy Area must not be worse than the adopted average standard of D/E;

MAP 10 SILVER SPRING POLICY AREA BOUNDARY



- o The outbound traffic, including both local CBD traffic and through traffic, must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles;
- o The Planning Board and the Department of Transportation will implement Transportation Systems Management for the Silver Spring CBD; the goal of this program will be to achieve the commuting goals for transit use and auto occupancy rates set out below;
- O The County Government, through the Silver Spring Parking District, will constrain the amount of public and private long term parking spaces.

For the FY 89 Annual Growth Policy, a net remaining jobs capacity ceiling of 10,750 as of October 8, 1987, of which at least 2,000 must be retail, and 250 are reserved for standard method projects, and a net remaining housing capacity of 3,000 dwelling units meet these administrative guidelines. The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these ceilings are as follows:

o <u>Parking constraint</u>

A maximum of 17,500 public and private long-term spaces when all nonresidential development is built; (this maximum assumes a peak accumulation factor of .9, which requires verification in Silver Spring and may be subject to revision). Interim long-term parking constraints will be imposed in accordance with the amount of interim development. Long-term public parking spaces will be priced to reflect the market value of constrained parking spaces.

o <u>Commuting goals</u>

For employers with 25 or more employees, 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle; and

For new nonresidential development, 30 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans as set forth in the Transportation Systems Management legislation (Bill #24-87).

Each Annual Growth Policy will reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersections (as defined in the report of October 5, 1987). The Annual Growth Policy, must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of

the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for nonresidential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. (If, for a particular use, the addition of five peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.)

(c) Special Ceiling Allocation for Low and Moderate Income Housing.

The County's policy of balancing growth in each policy area with the supply of public facilities, set forth in the Adequate Public Facilities Ordinance and implemented through the Annual Growth Policy, has the effect of preventing the accomplishment of another important County policy; i.e., the provision of a balanced housing supply, with emphasis on the availability of affordable housing for low and moderate income families. To encourage the provision of a housing supply which fosters the availability of affordable housing for low and moderate income families, the Planning Board may approve affordable housing subdivision applications in any policy area with insufficient net remaining capacity, according to the following guidelines:

- 1.) An affordable housing development is defined as a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or, a privately-owned housing development in which 20% of the units are occupied by households at or below 50% of the area median, adjusted for family size, or 40% of the units are occupied by households at or below 60% of the area median, adjusted for family size. Such a development must be certified by HOC as having met the definition of affordable housing and the owner of such development must enter an agreement with HOC to maintain the occupancy requirements for a period of at least 15 years.
- 2.) For projects owned or controlled by HOC, the Planning Board may approve affordable housing developments which include up to 125 units in a policy area with insufficient net remaining capacity.
- 3.) For privately owned affordable housing developments, the Planning Board may approve projects which include up to 250 units in a policy area with no net remaining capacity.
- 4.) Countywide, no more than 1000 units may be approved under this staging ceiling amendment in FY 89.

- 5.) Affordable housing developments approved under this increase in the staging ceiling must meet the standards of Local Area Review. (See Section 2., Local Area Review, below).
- 6.) Developments approved under this provision will be added to the pipeline of development.

[(c)](d) Staging Ceiling Flexibility

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service is not adversely affected to a serious degree.

In general, such approval above the staging ceiling shall be conditioned upon the planned and scheduled construction by either the applicant and/or the government, of some public facility projects, or other appropriate capacity measure, (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the areawide level of service. The capacity addition must be scheduled for completion at the same time or before, the proposed development is to be completed. The application must also be approved under Local Area Review standards.

The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also will be evaluated carefully. In cases where the applicant agrees to pay for all necessary facilities, and the relevant administering agency has agreed, there normally will be no other constraint, provided that the project is in accordance with an adopted master plan or other relevant policy statement and project design is subject to mandatory referral.

Where the applicant commits to provide a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary plan has been approved on this basis, later applications may be credited for reduced trips only to the extent that the new proposal will provide additional reductions sufficient to accommodate all the trips generated by the new proposal.

Further staging ceiling flexibility is not available in the Silver Spring CBD because traffic mitigation measures of the Transportation Management District have been relied upon to establish the ceilings for the Group VI Policy Area in Silver Spring.

The approval of preliminary plans which add only a few vehicle trips will be considered on a case-by-case basis by the Planning Board. In general, in policy areas with no ceiling balance (i,e., no remaining capacity), all land at one location for which zoning or other constraints permit no more than ten trips in total may receive approval of up to five trips. Non-residential plans submitted for the purpose of expanding structures which were completed prior to 1982 may receive approval for additional development which add no more than five trips. (The term, "all land at one location," means all land that would be included in a determination of whether a project is a "significantly sized project" under the Planning Board's guidelines for Local Area Transportation Review outlined in Montgomery County Planning Department's "Alternative Transportation Scenarios and Staging Ceilings." December 1987.

[(d)] (e) Amendment of Policy Ceilings

From time to time, these staging ceilings may be amended by the Montgomery County Council, after public hearing, to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, revised levels of public service, and other relevant criteria. The effect of the various traffic alleviation measures approved under the 1986 Interim Growth Policy (i.e., short-term traffic alleviation measures) has not been included in the development of the policy area ceilings. If measurable results become evident, consideration could be given to revision of the ceilings.

Policy area ceilings may also be amended by the County Council to resolve public policy conflicts and to accomplish a particular public policy objective.

[(e)] (f) General Application and Review Procedures for Transportation

For administrative purposes it is necessary to establish an application date for each subdivision on which to fix the size of the pipeline of previously approved preliminary plans. This date shall be established according to Rules of Procedures adopted by the Planning Board. The pipeline figure as of that date (i.e., the development possible from all previously approved preliminary plans which have not yet been built) shall be subtracted from the adopted transportation staging ceiling to determine the remaining capacity available for that subdivision. The following are the three basic situations that could result:

- O Transportation staging ceiling minus pipeline equals a negative number. This means that there is no staging ceiling available, and that staff would recommend disapproval of the plan if it were presented to the Planning Board (unless the applicant, working with the County Executive, proposes an improvement to create additional capacity -- see "Staging Ceiling Flexibility"). In cases where no staging ceiling capacity is available, a waiting list of preliminary plans will be established. Once additional staging ceiling capacity becomes available, the applicants on the waiting list will have the proposed development placed on a regular Planning Board Agenda for action by the Board in the order of their application dates.
- O Transportation staging ceiling minus pipeline equals a positive number, and there is a waiting list that was previously established during a period of no staging ceiling capacity. In this case, the new application would be placed at the end of the waiting list.
- o Transportation staging ceiling minus pipeline equals a positive number, and there is no waiting list. In this case, the positive staging ceiling number is the amount of staging ceiling capacity available for the new application. If the new application requests more than the available staging ceiling, it may be partially approved, and the remainder will be first in line on a waiting list. Plans that were previously partially approved under old guidelines are on a waiting list under these new guidelines. In all cases, plans approvable on the basis of ceiling capacity will still be subject to Local Area Transportation Review.

(2) Local Area Review (LAR)

The traffic simulation model used for Policy Area Review addresses the average level of traffic in the policy area. If this were the only test, an area with acceptable average level of service could have one or more intersections, or roadway links, with unacceptably poor levels of service. It is necessary, therefore, that a local area test be applied to assure that new development is not allowed to cause such congestion.

Local Area Review shall, at all times, be consistent with the standards and staging mechanisms of adopted master plans and sector plans. In the Potomac Policy Area, only the area contributing traffic to the intersection of Montrose Road and Seven Locks Road will be subject to Local Area Review.

In the area designated as the Silver Spring CBD Policy Area, the Planning Board, in consultation with the Department of Transportation, will prepare performance evaluation criteria for its Local Area Review. These criteria will be used to accomplish: (1) safety for pedestrians and vehicles; (2) access to buildings and sites; and (3) traffic flow within the vicinity, at levels which are

tolerable in an urban situation. The County Executive will publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program will_list_those_actions_to_be_taken_by_government_to_maintain_traffic_flow at tolerable levels in the Silver Spring CBD, and protect the surrounding residential area.

Local Area Review must be undertaken for subdivisions which would generate more than 50 peak hour automobile trips in [either] any of the following circumstances:

- o For the policy area, total approved development is within 5 percent of the policy area ceiling; or
- o For the local area, the proposed development is located near a congested area.
- o For the local area, when an affordable housing development is proposed under the "Special Ceiling Allocation for Low and Moderate Income Housing" Section above.

In administering the Local Area Review (LAR), the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of service will result after taking into account existing roads, programmed roads, available or programmed mass transportation, and improvements to be provided by the applicant. If the subdivision will affect an intersection, or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if it does not make the situation worse.

The mid-point of Level of Service E is presumed to be the condition under which a roadway intersection or link is operating at maximum capacity. Critical Lane Volumes or Link Level of Service higher than the mid-point of LOS E are deemed to reduce the overall efficiency of the road network. A peak hour level of service below the midpoint of LOS E is unacceptable for Local Area Review. In Group I Areas, Level of Service below Level of Service D is unacceptable for Local Area Review.

The nature of the LAR test is such that a traffic study is necessary if local congestion is likely to occur. The Planning Board and staff will examine the applicant's traffic study to determine whether adjustments are necessary to assure that the traffic study is a reasonable and appropriate reflection of the traffic impact of the proposed subdivision after taking into account all approved development and programmed transportation projects.

For Local Area Review purposes, the programmed transportation projects to be considered are those included in the most recent edition of the County Executive's Approved Road Program (ARP). The Approved Road Program shall include only roads programmed in the current approved Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- The County Executive has determined that construction will begin within two years of the effective date of the approved road program; and
- (2) In the case of the County CIP, 100 percent of the expenditure for contracts, have been appropriated.

For these purposes, roads required under Section 302 of the Charter to be authorized by law are not to be considered programmed until the time for petition to referendum has expired without a valid petition, or the authorizing law has been approved by referendum.

The Planning Board has adopted guidelines for the administration of Local Area Review. To the extent that they are consistent with these legislative guidelines, the Planning Board guidelines may continue to apply or to be amended as the Planning Board deems it necessary to do so. See Montgomery County Planning Department's report "Alternative Transportation Scenarios and Staging Ceilings," December 1987 for these guidelines.

In its administration of Local Area Review, the Planning Board shall give careful consideration to the recommendations of the County Executive concerning the applicant's traffic study and proposed improvements or any other aspect of the LAR.

B. Guidelines for Public School Facilities

(1) Geographic Area

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 21 areas called high school clusters as shown in Map 11. These areas coincide exactly with the cluster boundaries used by the Montgomery County Public School system.

The Council evaluated available capacity in each high school cluster and compared enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity four years out. If insufficient capacity was available, the Council determined whether an adjacent cluster or clusters had sufficient capacity to cover the projected deficit in school capacity. The Council's groupings were only for the administration of the Adequate Public Facilities Ordinance and are not in any way a required action by the Board of Education in exercising its power to designate school service boundaries.

(2) School Capacity Measure

The Council used 110 percent of Council funded program capacity as the school capacity measure in the administration of the Adequate Public Facilities Ordinance. This capacity measure does not count relocatable classrooms in computing a school's permanent capacity.

Based on the approved FY 88-93 CIP, the Council-funded regular program capacity is a class size of 25 for grades 1-6, 44 for half-day kindergarten where it is currently provided, 22 for all-day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

(3) Grade Levels

Each of the three grade level clusters, namely elementary, J/I/M, and high school are assessed separately as part of the Annual Growth Policy.

Using the approach outlined above and assuming the Board of Education's Requested FY 89-94 CIP, results in a determination by the Montgomery County Council that adequate school capacity exists in 1992 for APFO purposes. The Council declares school capacity for school year 1992 to be adequate for anticipated growth during FY 89. Tables 11, 12, and 13 present the results of this analysis.

The Planning Board, in its approval of preliminary plans of subdivisions, shall consider schools to be adequate for Fiscal Year 1989.

C. Guidelines for Water and Sewerage Facilities

In accordance with the language of the Adequate Public Facilities Ordinance itself, both for policy areas with a staging ceiling and in those without one, applications shall be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, or is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan (i.e., categories I, II, and III) or if the applicant either provides a community water and/or sewerage system or meets health department requirements for septic and/or well systems, as outlined in the Adequate Public Facilities Ordinance. These requirements are determined either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining satisfactory percolation test from the County Health Department.

Applications will only be accepted for further planning staff and Board consideration if they present evidence of meeting the appropriate requirements.

D. Guidelines for Police, Fire and Health Services

The Planning Board and staff shall consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence to believe that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and Operating Budgets of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision

Review committee clearinghouse, or through public commentary or planning staff consideration, a Local Area Review shall be undertaken. Such review shall seek a written opinion from the relevant agency, and will require, if necessary, additional data from the applicant, to facilitate the completion of the planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the approved CIP shall be compared to the demand generated by the most probable forecast for the same year prepared by the Montgomery County Planning Department.

E. Guidelines for Resubdivisions

Applications to amend a previously approved preliminary plan of subdivision shall not require a new test for adequacy of public facilities in the following instances:

- o Revisions to a preliminary plan which has not been recorded. Provided that the preliminary plan has not expired and the number of trips which will be produced by the revised plan is not greater than the trips produced by the original plan.
- Resubdivision of a recorded lot involving the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or one percent of the combined area, whichever is greater) between owners of adjoining properties for the purpose of small adjustments in boundaries.
- Resubdivision of a recorded lot involving more than 2,000 square feet or one percent of the lot area provided that less than three years have passed since preliminary plan approval; or if construction has begun on any portion of the preliminary plan, less than five years have passed since preliminary plan approval; or, if construction of an APF related road improvement required as a condition of the original preliminary plan is proceeding as scheduled, less than 10 years have passed since preliminary plan approval. In addition to meeting the requirements above, the number of trips which will be produced by the revised plan shall not be greater than the trips in the original plan.

III. [II.] Process for Amending Annual Growth Policy

Chapter 33A, Division 2, of the Montgomery County Code provided that "the County Council may adopt a subsequent resolution, after public hearing, to amend the Annual Growth Policy." The amendment process should be reserved for situations in which a need arises to resolve broad policy issues without waiting for the annual cycle of revision. In such cases, the process should follow a format similar to the one provided for the annual revision process under Chapter 33A, consisting of the following steps:

- (1) A request for amendment must be made in writing to the Planning Board.
- (2) The Planning Board may, in response to such request or on its own initiative, prepare an amendment. The amendment must be accompanied by a statement of the severity of the problem addressed, the nature of the conflict in public policies which is involved, and approaches for resolving the conflict, including any specific recommendations. In cases where the Council or Executive requests an amendment which the Planning Board does not support, the Board must prepare a draft which complies with the original request, in addition to its own recommendations.
- (3) The Planning Board's amendment must be submitted to the County Executive, who may make revisions in the form of specific additions or deletions, and who must then recommend an amendment to the County Council.
- (4) After public hearing by the County Council, the Council may approve, approve with revisions, or disapprove, the amendment recommended by the Executive.
- (5) The Planning Board's amendment must be forwarded to the County Executive not more than forty-five days after receipt of a written request from the Executive or Council. The Executive's recommended amendment must be forwarded to the County Council not more than thirty days after receipt of the Planning Board's amendment. The Council should act on the recommended amendment not more than 45 days after the closing of the public hearing record.

IV. [III.] Issues to be Addressed During Next Fiscal Year

In adopting the FY 1989 Annual Growth Policy, the Council recognizes that not all aspects of a comprehensive approach to growth policy can be dealt with in one year. To ensure that the policy making process continues to be developed and refined, the following matters are to be dealt with further during FY 89.

*NOTE: This section to be filled in by Council if additional policy issues arise

IV. CAPITAL IMPROVEMENTS PROGRAM SUMMARY

A. Highlights

The Recommended Annual Growth Policy and the Recommended Capital Improvements Program for FY 88-94 are necessarily linked. The CIP contains the capital projects needed to support continued orderly growth in the County. The ceilings recommended in the AGP are based on these capital projects.

This year's CIP is a \$1.6 billion package representing an 8% increase over last year's Council Approved CIP. Transportation and educational needs continue to be a priortiy. Together, the transportation and education CIP programs account for \$982.6 million, or 62% of the recommended CIP (up 8% from \$910.4 last year). Additionally, the recommended CIP contains significant initiatives and carefully phased facility development programs in most other important CIP program areas, including central business district

B. Schools Program

The County continues its strong commitment to educational excellence. The Recommended CIP includes \$372.7 million for the Board of Education over the six-year period. This represents an increase of 14% over the FY 88-93 CIP. Included in the program are 22,994 additional classroom spaces for the six-year period and another 1,680 classroom spaces beyond this period. The County Executive continues to support the recommendation that older schools in need of improvements be fully modernized rather than renovated.

New facilities being recommended in the FY 89-94 CIP are:

- o 17 new elementary schools, including the reopening of one closed elementary school. One new school is requested and recommended to open in 1995.
- o The reconstruction of two existing elementary schools.
- One new middle school.
- o Two new senior high schools and the reconstruction of one existing high school.
- o Additional classrooms for elementary, junior/intermediate/middle, and high schools. The total additional capacity provided by the County Executive in the six-year period is 22,994 classroom spaces.
- o Another 1,680 classroom spaces will be avilable beyond the six-year period.

These improvements represent a \$51 million reduction in the Board of Education's \$423.7 million request. This is a fiscally responsible approach which proposes construction of major new facilities when other means of providing the necessary classroom space are inappropriate or not available.

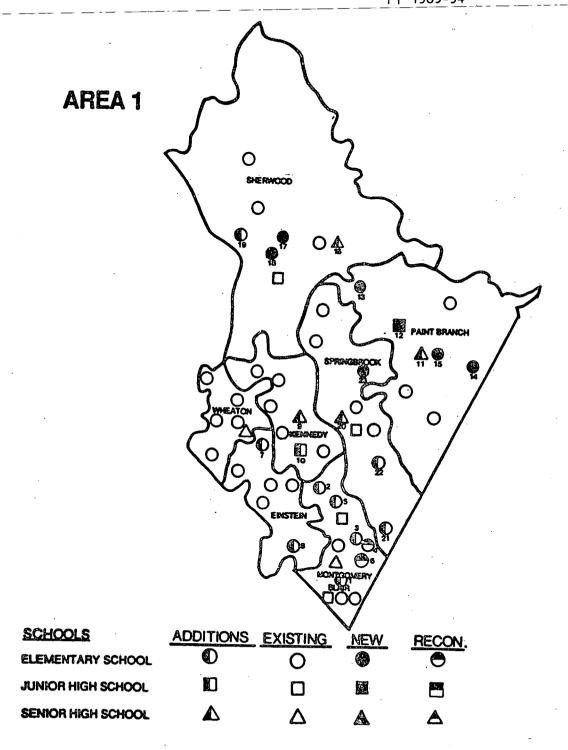
Chart 4

Executive Recommendations for Additional Capacity
by Area and Cluster

	Recommended Capacity (FY89-94)	Recommended Capacity (Beyond FY94)
Area 1		
Blair Cluster Einstein Cluster	1,894 207	
Kennedy Cluster Paint Branch Cluster Sherwood Cluster	325 2,650 1,632	640
Springbrook Cluster Wheaton Cluster	1,137 0	445
SUBTOTAL	7,84 5	T,085
Area 2 Bethesda-Chevy Chase Cluste	r 380	
Churchill Cluster Walter Johnston Cluster Richard Montgomery Cluster	300 248 225	.145
Rockville Cluster Whitman Cluster SUBTOTAL	4 152 1,309	-145
Area 3	·	
Damascus Cluster Gaithersburg Cluster Watkins Mill Cluster	1,415 2,774 2,960	450
Magruder Cluster Poolesville Cluster	640	
Seneca Valley Cluster Quince Orchard Cluster Wootton Cluster	2,220 2,795 1,036	
SUBTOTAL	13,840	450
COUNTY TOTAL	22,994	1,680

THIS PAGE LEFT BLANK INTENTIONALLY.

EXECUTIVE'S RECOMMENDED SCHOOL PROJECTS THAT INCREASE CAPACITY IN AREA 1 FY 1989-94



Notes: (1) Modular facilities are not shown on the map.

(2) Map not drawn to scale.

Table 14

COUNTY EXECUTIVE'S RECOMMENDED SCHOOL PROJECTS THAT INCREASE CAPACITY (ADDITIONS AND NEW SCHOOLS) IN AREA 1 FY 1989-94

Code #	School Name	CIP Project #	Opening Date	New Capacity					
1 2 3 4 5	Montgomery Blair Cluster East Silver Spring Elementary K-3 (A) Forest Knolls Elemen. K-6/Hadley Farms Montgomery Knolls Elementary HS-2 (A) New Hampshire Estates Elem. HS-3 (R) Pine Crest Elementary 3-6 (A) Rolling Terrace Elementary HS-6 (R) SUBTOTAL	886541 866552 876510 876582 896581 876582	Sept. 1990 Sept. 1990 Sept. 1989 Sept. 1988 Sept. 1990 Sept. 1988	100 45 125 635 123 866 T,894					
7 8	Albert Einstein Cluster Highland Elementary EC-HS-5 (A) Woodlin Elementary K-5 (A) SUBTOTAL	87 6509 886583	Sept. 1989 Sept. 1989	102 105 207					
9 10	John F. Kennedy Cluster John F. Kennedy High 9-12 (A) Col. E. Brooke Lee Intermediate 7-8 (A) SUBTOTAL	886546 896580	1991 1990	50 275 325					
11 12 13 14	Paint Branch Cluster Paint Branch High 9-12 (A) Briggs Chaney Middle 6-8 (N) Cloverly Elementary K-5 (R) Greencastle Elementary K-5 (N) Paint Branch Elementary K-5 (N) SUBTOTAL	866544 896574 886543 876585 886585	Sept. 1988 Sept. 1991 Sept. 1989 Sept. 1988 Sept. 1995	660 800 450 740 640 3,290					
16 17 18 19	Sherwood Cluster Sherwood High 9-12 (A) Olney Area 1990 (N) Olney Area 1993 (N) Olney Elementary K-5 (A) SUBTOTAL	886584 886566 896591 896575	Sept. 1992 Sept. 1990 Sept. 1993 Sept. 1991	150 640 640 202 1,632					
20 21 22 23	Springbrook Cluster Springbrook High 9-12 (A) Broad Acres Elementary HS-6 (A) Cresthaven Elementary K-6 (A) North Springbrook Elementary K-6 (N) SUBTOTAL	886536 886542 886545 896589	Sept. 1994 Sept. 1990 Sept. 1990 Sept. 1991	445 147 250 740 1,582					
TOTAL A	DDITIONAL CAPACITY			8,930					
Codes: A = Addition									

Codes: A = Addition

N = New School

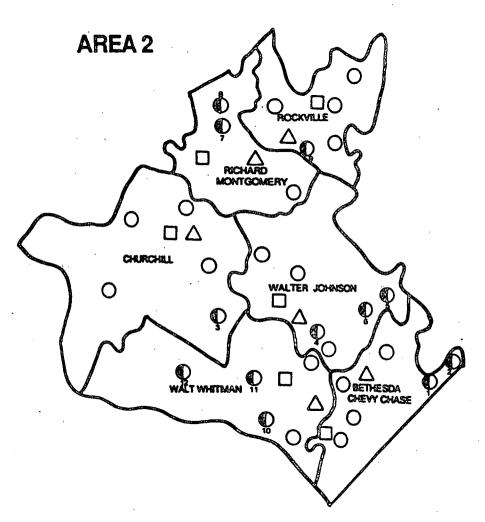
R = Reconstruction/Reopening of Closed School

Notes: (1) Code #'s correspond to numbers appearing on the map. No code # has been assisgned to modular facilities since these are not shown on the map.

(2) Paint Branch elementary school will open in 1995. Springbrook High school will will open Sept. 1994. All others will open by the end of FY 1994.

AGP-66

EXECUTIVE'S RECOMMENDED SCHOOL PROJECTS THAT INCREASE CAPACITY IN AREA 2 FY 1989-94



SCHOOLS	EXISTING	ADDITIONS	NEW SCHOOLS
ELEMENTARY SCHOOL	0	•	
JUNIOR HIGH SCHOOL			
SENIOR HIGH SCHOOL	Δ	\triangle	A

Notes: (1) Modular facilities are not shown on the map.

(2) Map not drawn to scale.

Table 15

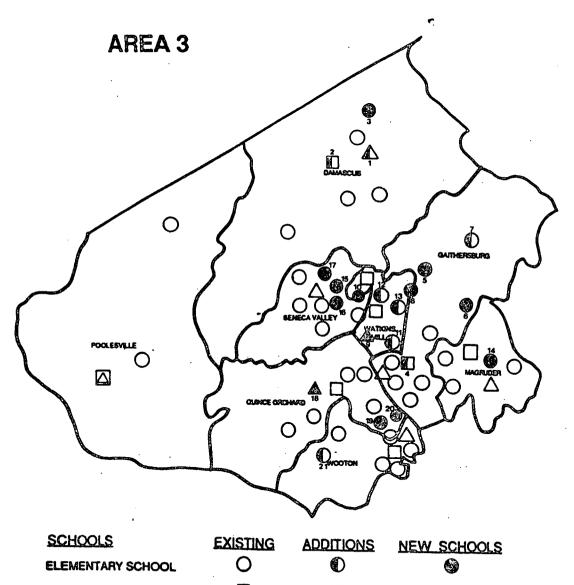
COUNTY EXECUTIVE'S RECOMMENDED SCHOOL PROJECTS THAT INCREASE CAPACITY (ADDITIONS AND NEW SCHOOLS) IN AREA 2 FY 1989-94

Code #	School Name	CIP Project #	Opening Date	New Capacity
1 2	Bethesda Chevy-Chase Cluster Rock Creek Forest Elementary K-6 (A) Rosemary Hills Primary HS-2 (A) SUBTOTAL	886527 886545	Sept. 1989 Sept. 1991 Jan. 1988	173 207 380
3	Winston Churchill Cluster Churchill Cluster 6 Modular Classrooms (A Seven Locks Elementary K-6 (A) SUBTOTAL) 896583 896570	Sept. 1992 Sept. 1993	150 150 300
,	Walter Johnson Cluster			
4 5 6	Ashburton Elementary K-6 (A) Garrett Park Elementary K-6 (A) Kensington-Parkwood Elementary K-6 (A) SUBTOTAL	886536 886568 886567	Sept. 1994 Sept. 1993 Sept. 1993	145 119 129 393
	Richard Montgomery Cluster			
7	Beall Elementary HS-5 (A) College Gardens Elementary K-5 (A) SUBTOTAL	896568 896569	Sept. 1993 Sept. 1993	125 100 225
	Rockville Cluster			
9	Meadow Hall Elementary HS-6 (A) SUBTOTAL	886526	Sept. 1991	4
	Walt Whitman Cluster			
10 11 12	Bannockburn Elementary K-5 (A) Burning Tree Elementary K-5 (A) Carderock Springs Elementary K-5 (A) SUBTOTAL	866539 896584 896579	Sept. 1988 Sept. 1991 Sept. 1992	27 75 50 152
TOTAL A	DDITIONAL CAPACITY			1,454

Notes: (1) Code #'s correspond to numbers appearing on the map. No code # has been assigned to modular facilities since these are not shown on the map.

⁽²⁾ Ashburton Elementary school will open in Sept. 1994; all others by the end of FY 1994.

EXECUTIVE'S RECOMMENDED SCHOOL PROJECTS THAT INCREASE CAPACITY IN AREA 3 FY 1989-94



Notes: (1) Modular facilities are not shown on the map.

(2) Map not drawn to scale.

Table 16

COUNTY EXECUTIVE'S RECOMMENDED SCHOOL PROJECTS THAT INCREASE CAPACITY (ADDITIONS AND NEW SCHOOLS) IN AREA 3 FY 1989-94

Code #	School Name	CIP Project #	Opening Date	New Capacity
1 2 3	Damascus Cluster Damascus High 9-12 (A) John T. Baker Intermediate 7-8 (A) Moyer Road Elementary (N) Damascus Cluster 14 Modular (A) SUBTOTAL	896578 896577 876520 886580	Sept. 1996 Sept. 1992 Sept. 1988 Sept. 1991	325 740
4 5 6 7 8	Gaithersburg Cluster Gaithersburg Junior High 7-9 (A) Goshen Elementary 1-6 (N) Hadley Farms Elementary K-6 (N) Laytonsville Elementary K-6 (A) Strawberry Knoll Elementary (N) Gaithersburg Cluster 16 Modulars (A) SUBTOTAL	866543 866551 866552 886531 876583 866548	Sept. 1988 Sept. 1988 Sept. 1990 Sept. 1989 Sept. 1988 Sept. 1992	140 740 740 36 718 -93 400 2,774
9 10 11 12 13	Watkins Mill Cluster Watkins Mill High School (N) Clear Spring Elementary (N) South Lake Elementary K-6 (A) Stedwick Elementary K-6 (A) Whetstone Elementary K-6 (A) Subtotal	856104 876501 896573 896572 896571	Sept. 1989 Sept. 1989 Sept. 1992 Sept. 1990- Sept. 1990	1,620 740 100 92 250 250 2,960
14	Col. Zadok Magruder Cluster Redland Elementary K-5 (N) SUBTOTAL	896588	Sept. 1991	640 640
15 16 17	Seneca Valley Cluster Germantown Area Elementary 1991 (N) Germantown Area Elementary 1993 (N) Waters Landing Elementary (N) SUBTOTAL	876502 896567 866553	Sept. 1991 Sept. 1993 Sept. 1988	740 740 740 <u>2,220</u>
18 19	Quince Orchard Cluster Quince Orchard High School (N) Quince Orchard Area Elementary (N) SUBTOTAL	856107 896587	Sept. 1988- Sept. 1990	91 2,055 740 <u>2,795</u>
20 21	Thomas S. Wootton Cluster Muddy Branch Elementary (N) Travilah Elementary K-6 (A) SUBTOTAL	866549 886536	Sept. 1988 Sept. 1992	740 296 1,036
TOTAL AD	DDITIONAL CAPACITY			14,290
				=

Notes: (1) Code #'s correspond to numbers appearing on the map. No code # has been assigned to modular facilities since these are not shown on the map.

⁽²⁾ Damascus High school will open in Sept. 1996; all others by the end of FY 1994.

C. Transportation Program

Roads

In the FY 89-94 Recommended CIP, the County continues to program ongoing roads—counted—for—growth—capacity—purposes under the current, four-year APFO framework. These ongoing roads are included in the FY 89-94 CIP at a six-year cost of \$146,531,000.

The Recommended CIP also includes eleven new local initiatives which will provide more road capacity at a total cost of over \$48,284,000. The FY 89-94 six-year cost is \$10,710,000. These include improvements to:

- o Muncaster Road/Shady Grove Road Extension north from Airpark Road Extended to MD 108.
- o Shady Grove Road from Briardale Road to MD 115.
- o Snouffer School Road from Goshen Road to MD 124,
- o Twinbrook Parkway from Ardennes Avenue to MD 586.
- o Veirs Mill Road from Twinbrook Parkway to Aspen Hill Road,
- o Quince Orchard Road between Dufief Mill and MD 28.
- o Redland Road between Needwood Road and MD 115.
- o Robey Road between Greencastle Elementary School and Greencastle Road,
- o Fairland Road East between US 29 and the Prince George's County line,
- o Good Hope Road North between Good Hope Drive and MD 198, and
- o Jones Lane between Turkey Foot Road and MD 28.

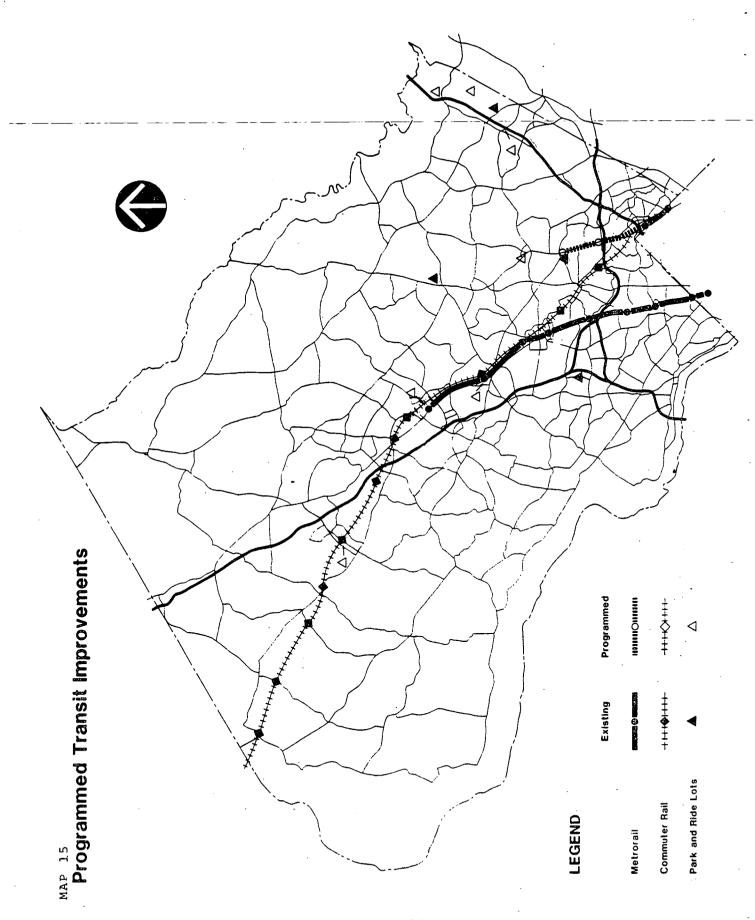
Both the CIP and AGP contemplate a partnership with the State in providing for the transportation needs of the County. State roads make up approximately 20 percent of our transportation network, yet they carry 80 percent of the traffic and are used for calculating growth capacity under the APFO framework. This year's Recommended CIP invests \$94,966,000 over the six-year period in upgrading State roads. In addition, the County will be advancing \$36,923,000 to the State Roads construction program for accelerated widening of the following roads:

- o I-270 East and West Spurs, and
- o MD 650 between Randolph Road and MD 198 as well as construction of a new Briggs-Chaney-Norwood Road connector.

Transit

In the FY 89-94 Capital Improvements Program, the Executive is recommending initiatives to expand and improve mass transit in the County. The Eastern County Park and Ride Lot project will provide 2,000 to 3,000 park and ride spaces in the heavily travelled U.S. 29 corridor. The Metropolitan Grove MARC Rail Station parking lot project and the Rockville METRO/MARC Station parking lot project provide land acquisition for additional parking at these stations with construction to occur in the future.

The following maps show the county-wide transit program and recommended road building programs for each policy area. Policy Area Staging Charts and Statistical Profiles accompany each map.



Staging Charts and Statistical Profiles

The following section has been included in the AGP to define terms frequently used in discussions of the administration of the APFO and to explain how to read the information on the staging charts found on the policy area fact sheets. Also included on the fact sheets are statistical profiles representing a variety of demographic information on Montgomery County at the policy area level.

Explanation of Staging Charts

A Existing and Forecasted Housing: The number of built houses in the policy area.

Existing development is counted through January 1, 1987. Existing development is shown on the graphs by a hollow square and noted on the vertical axis at 3,072 housing units.

The market projection lines show three development forecasts through the year 2005. The assumptions behind these High, Intermediate and Low projections are found in the Montgomery County Planning Department's staff report entitled "Trends and Forecasts."

Pipeline: The number of subdivision approvals still to be built in the policy area.

The pipeline equals the difference between the existing base and the total number of built and approved housing units. The pipeline includes subdivision approvals through October 8, 1987. It also includes any houses completed since January 1, 1987. The actual number is listed on the policy area fact sheet as item B. The number of approved subdivisions (5,120) is the sum of the existing base (3,072) plus what has been reported in the pipeline (2,048). By drawing a horizontal line to the right of the pipeline to intersect the projection lines, we can estimate when the pipeline would be built out. In Germantown East, for example, the graph shows that the housing pipeline would be built out in 1993, assuming the high projection; 1995 assuming the intermediate projection; and 1997 assuming the low projection.

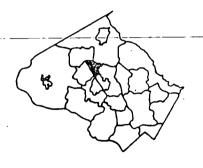
FY 88 Ceiling: The number of housing units which can be accommodated by the transportation capacity provided in the adopted FY 88-93 CIP.

The FY 88 ceiling is based on those transportation projects in the adopted FY 88-93 CIP and State CTP for which 100% of the construction expenditures are allocated within the first four years of the CIP or CTP. In Germantown East, the graph shows that the FY 88 Adopted Ceiling provides enough transportation capacity for approximately 3,750 housing units. This reflects an additional 678 units above the existing base which can be accommodated in the Germantown East policy area.

SAMPLE CHART

GERMANTOWN EAST STAGING CHARTS AND STATISTICAL PROFILE

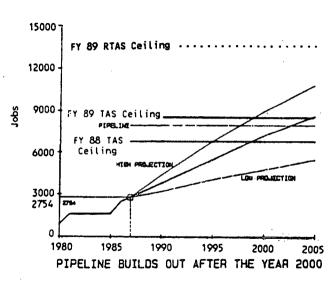
·	JOBS		HOUSI	NG
Pipeline (10/8/87)	5,167		2,048 в	
FY 88 Ceiling	3,996		678°C	
Net Remaining		(1,171)		(1,370)D
FY 89 Recommended TAS Ceiling	5,746		2,178 E	
Net Remaining		579		130 F
FY 89 Forecasted RTAS Ceiling	10,496		6,678 G	
Net Remaining		5,329		4,630 н
FY 89 Forecasted RTAS Ceiling				
With Reallocation	14,496		4,678 1	
Net Remaining		9,329		2,630 J
Adopted LOS Star	ndard Gro	uo II C	ĸ	

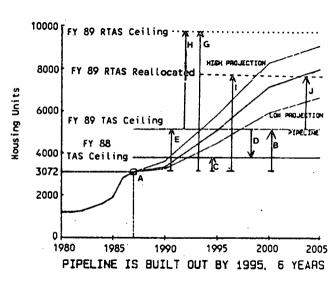


Adopted LOS Standard Group II C K
Existing Condition "Worse" than Standard L
JOBS

FY 89 RTAS Reallocated

HOUSING





STATISTICAL PROFILE

1987 Estimates			Characteristics of Households Which Moved Between 1979-1984 w			
•	Number	Bank	General Plan Holding Capacity	MOAGG Dermogii	Number	Bank
Population M	9,800	12		Mover Households (includes	73%	1
Jobs N	2,754	11	33,000 s	movers to and within area)		·
Housing Units o	3,072	12	9,000 T	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio P	.90	7		Mover Households		
Percent Who Work in Montgomery County o	79%	1		Single-Family Multi-Family	.40 .11	12 8
1983 Median Household Income R	\$35,280	9		Non-Mover Households Single-Family Multi-Family	.60 N/A	7 N/A
1986 Median Sales	Price of	New I	Housing Units	Previous Five Year Annu	ial Growth	Trends
	Price	Bank	J .		Number	Rank
Single-Family Detached U		9		Average Annual Job Capacity Added by New Buildings x	230	9
Single-Family Attached v	\$80,000	11	•	Housing Units Per Year Y	360	7

PY 88 Ceiling (Net Remaining): The difference between the FY 88 Ceiling and the pipeline.

This number reveals whether or not the FY 88-93 CIP and the State FY 87-92 CTP provide enough transportation capacity to support additional development beyond the pipeline. For the Germantown East Policy Area, the FY 88 ceiling falls below the housing pipeline by 1,370 housing units. Therefore, additional development could not be supported by the transportation projects available.

FY 89 Recommended TAS Ceiling: The number of housing units which can be accommodated by transportation capacity which is anticipated to be available in the fifth year of the FY 88-93 CIP.

This number is based on transportation projects in the adopted FY 88-93 CIP and State FY 87-92 CTP for which 100% construction expenditures are programmed within the first five years of the CIP or CTP. In Germantown East, the graph shows that the FY 89 Recommended TAS Ceiling could accommodate 2,178 housing units above the existing base.

FY 89 Recommended TAS Ceiling (Net Remaining): The difference between the FY 89 TAP ceiling and the pipeline.

For the Germantown East Policy Area, the FY 89 Recommended TAS Ceiling can accommodate an additional 130 housing units above the pipeline.

G FY 89 Forecasted RTAS Ceiling: The number of housing units which can be accommodated by the transportation capacity made available in 1989 by the Revised Test at Subdivision.

This number is based on a revised computation of staging ceilings in policy areas where immediate forecasts indicate that the pipeline will not be built out until after the sixth year of the Adopted FY 89-94 CIP and the State FY 88-93 CTP. RTAS allows the ceiling to be calculated based on transportation projects that would have 100% of the construction expenditures within the first seven years of the adopted CIP or CTP. The FY 89 Forecasted RTAS Ceiling estimates transportation capacity above the existing base for Germantown East of 6,678 housing units.

FY 89 Forecasted RTAS Ceiling (Net Remaining): The difference between the FY 89 Forecasted RTAS Ceiling and the pipeline.

For the Germantown East Policy Area, the FY 89 Forecasted RTAS Ceiling can accommodate an additional 4,630 housing units above the pipeline.

FY 89 Forecasted RTAS Ceiling With Reallocation: The FY 89 Forecasted RTAS Ceiling as adjusted to reflect the Executive's recommended reallocation of capacity between jobs and housing.

The FY 89 Forecasted RTAS Ceiling With Reallocation estimates transportation capacity above the existing base for Germantown East of 4,678 housing units.

FY 89 Forecasted RTAS Ceiling With Reallocation (Net Remaining): The difference between the FY 89 Forecasted RTAS Ceiling With Reallocation and the pipeline.

For the Germantown East Policy Area, the FY 89 Forecasted RTAS Ceiling With Reallocation can accommodate an additional 2,630 housing units above the pipeline.

The Level of Service (LOS) indicator measures average traffic conditions on roadway segments in a policy area.

LOS is computed as the ratio of estimated traffic volumes on a roadway segment divided by the physical capacity on that segment averaged for all roadways in the policy area. This ratio is expressed by the letters A through F where A is indicative of a low demand to capacity ratio and F indicates a ratio at or near one.

The Existing LOS Condition measures the actual vehicle volume on a roadway segment over a given period of time.

Actual volume is compared to the physical carrying capacity of each roadway segment in a policy area to produce a weighted average of volume to capacity ratios. The weighted average is expressed by the same letter scheme utilized by the LOS indicator.

The following list describes the information presented in the statistical profile and identifies from where and how these numbers were estimated.

1987 Estimates

M Population:

The population estimate is taken from the Montgomery County Planning Department's Demographic Model which divides the County into planning areas. Where the planning area boundary differs from that of the policy area boundary, population is estimated by multiplying the number of households in the policy area by the planning area average household size. Population numbers identified by an asterisk have been estimated by this method.

Jobs:

The 1987 estimate labeled "jobs" is the number of jobs which can be accommodated in the area's employment-related buildings, using standard factors of square feet per employee. It excludes construction workers and self employment, but includes the employment capacity of buildings even if they are vacant. New commercial buildings are assessed when they are shown on the completion list which is provided by the Maryland State Department of Assessment and Taxation.

O Housing Units:

The 1987 completed housing units count is estimated by using the "1980 U.S. Census of Population and Housing" as the base and is updated quarterly using residential completions data from the Tax Assessment File.

D Job/Housing Ratio:

Employment capacity of buildings divided by the number of housing units.

Percent who work in county:

Data obtained from the 1984 Census Update Survey.

R 1983 Median Household Income:

Data obtained from the 1984 Census Update Survey.

S General Plan Holding Capacity for Housing:

This number was estimated by applying average expected development yield factors from actual subdivision experience. An estimate of MPDUs for projects generating 50 or more dwelling units is included. This estimate assumes redevelopment of all parcels in which land value exceeds improvement value.

T General Plan Holding Capacity for Jobs:

The holding capacity for jobs is estimated by multiplying the areas of commercially and industrially zoned land by projected development densities. This estimate assumes redevelopment of all land which is currently developed at less than projected densities. Major governmental facilities are also factored in.

1986 Median Sales Price of New Housing Units

1986 Single-Family Detached New Housing Sales Prices:

The 1986 median price of new single-family detached homes is estimated by using the MCPD's Sales Transactions Automated Report system (STAR). STAR is based on the Maryland State Department of Assessment and Taxation quarterly records. This data includes all sales transactions of residential property in the County. N/A indicates that there were less than 20 transactions.

V 1986 Single-Family Attached New Housing Sales Prices:

Same method as above.

Characteristics of Households Which Moved Between 1979-1984:

The data summarized under the heading "Characteristics of Households Which—Moved Between 1979-1984" is taken from the 1984 Census Update Survey. This includes the number of mover households and the average number of school-age children per household by structure type. Where no number is given for the average number of school-age children by structure type, an insufficient number of responses was collected to provide a reliable estimate.

Previous Five-Year Annual Growth Trends

X Average Annual Job Capacity Added by New Buildings:

The average annual jobs added by new buildings is estimated by averaging the total number of jobs added by new buildings over the previous five years (1982-1986). Data is from the Maryland State Department of Assessment and Taxation.

✔ Average Annual Housing Units:

The average annual housing unit growth rate is estimated by averaging the total number of housing units built over the previous five years (1982-1986). Data is from the Maryland State Department of Assessment and Taxation quarterly records.

Note: Separate statistical profiles are not included for the CBD areas because the data cannot be easily separated from the larger policy areas of Silver Spring/Takoma Park and Bethesda/Chevy Chase.

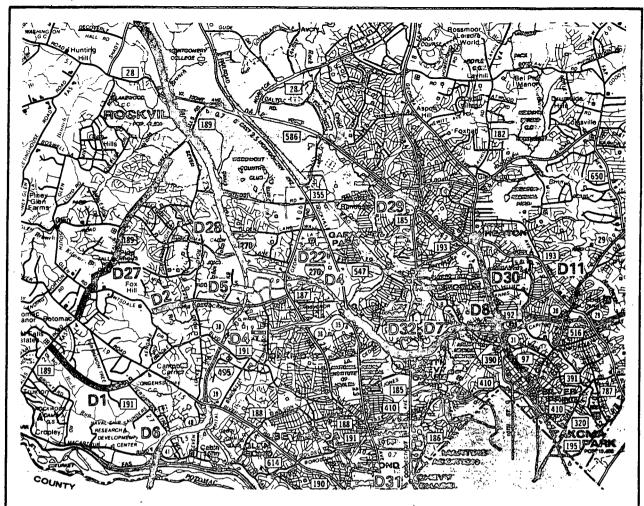
2735L

BETHESDA CBD STAGING CHARTS AND STATISTICAL PROFILE

Net Remaining Bethesda-Chevy Chase Policy Area Ce Y 89 Recommended TAS Coiling 9,246 1,865
Net Remaining Bethesda-Chevy Chase Policy Area Cei Y 89 Recommended TAS Coiling 9,246 1,865
Y 89 Recommended TAS Coiling 9,246 1,865
Net Remaining (587) 1,015
y 89 Forecasted RTAS Ceiling 9,246 1,865
Net Remaining (587) 1,015

HOUSING **JOBS** 7500 1 Housing Units All Ceilings the Same All Ceilings the Seme 20000 4 PIPELINE IS BUILT OUT BY 1996. 7 YEARS PIPELINE BUILDS OUT AFTER THE YEAR 2000

Separate statistical profiles are not included for the CBD area because the data cannot be easily separated from the larger Bethesda/Chevy Chase Policy Area. Data from the 1987 Census Update may enable us to do this in the future.



PROGRAMMED IMPROVEMENTS IN THE BETHESDA/CHEVY CHASE POLICY AREA

CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
D31 D7 D6 D32	793369 151009 151087 15NEW4	Friendship Blvd. (C) I-495: MD 355-MD 97 (S) I-495: MD 190-Potomac (S) I-495 @ MD 185 (S) (Study)	89 87 89	92 89 92	X X X	X X X

Key to Column Headings and Symbols:

Code: Project #:

(C): (S):

(Study):

Start: End:

Shows location of improvement on map.
Project # from County CIP or State CTP.
Improvement is a County Project
Improvement is a State Project.
Improvement is a study, not a project.
Fiscal Year improvement is programmed to start construction.
Fiscal Year construction funding ends.
Indicates that the project will start (or end) in FY 96 or later.
Improvement is counted for APF Test At Subdivision (TAS).
Improvement is counted for APF Revised Test at Subdivision (RTAS). 95+: TAS:

RTAS:

(RTAS). Counted.

NC: Project should not count in RTAS Ceiling because the completion

schedule is not firm.

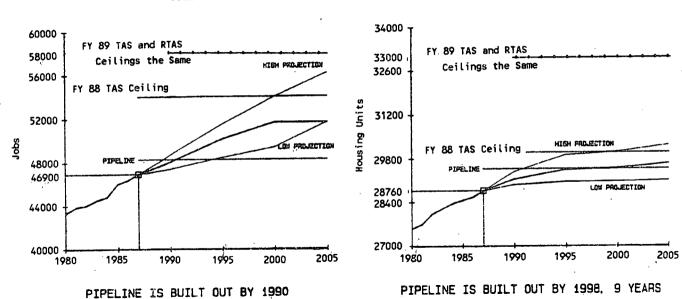
BETHESDA/CHEVY CHASE STAGING CHARTS AND STATISTICAL PROFILE

	JOBS	- HOI	USING-	
Pipeline (10/8/87)	1,341		707	
Y 88 Ceiling	7,100		1,240	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Net Remaining		5,759		533
Y 89 Recommended TAS Ceiling	11,100		4,240	(as 2 %) 2
Net Remaining		9,759		3,533
y 89 Forecasted RTAS Ceiling	. 11,100		4,240	- S high
Net Remaining		9,759		3,533
Adopted LOS Stand	ard Group	V D/E		

Adopted LOS Standard Group V D/E Existing Condition "Better" than Standard

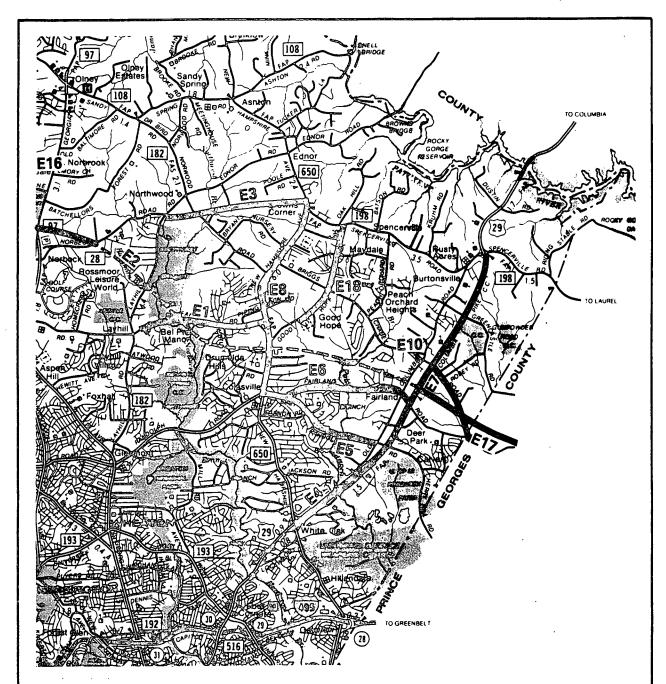
JOBS

HOUSING



STATISTICAL PROFILE

1987 Estimates				Characteristics of Households Whi Moved Between 1979-1984		
	Number	Bank	General Plan Holding Capacity		Number	Bank
Population	80,900	2		Mover Households (includes movers to and within area)	37%	9
Jobs -	75,654	1	99,000	*		
Housing Units	33,895	2	38,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	2.13	. 2		Mover Households	50	•
Percent Who Work in Montgomery County	45%	12		Single-Family Multi-Family	.52 .06	9 10
1983 Median Household Income	\$50,590	2		Non-Mover Households Single-Family Multi-Family	.41 .02	12 8
Anna Stadion Cala	- Duinai a4	Many I	Hausina Unite	Previous Five Year Annua	al Growth	Trends
1986 Median Sales	s Price of	MGM I	nousing units		Number	Bank
	Price	Bank		Average Annual Job Capacity	2,400	3
Single-Family Detached	\$346,000	2		Added by New Buildings	_, 100	•
Single-Family Attached	N/A	N/A		Housing Units Per Year	150	12



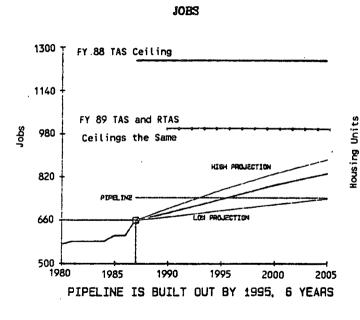
PROGRAMMED IMPROVEMENTS IN THE CLOVERLY POLICY AREA

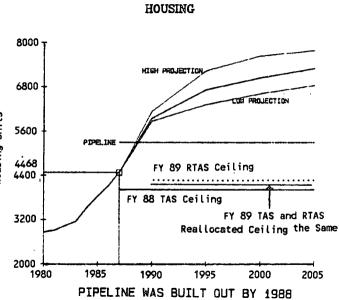
CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
E1 E18	673940 893132	Bonifant Rd (C) Good Hope Road North (C) ICC: MD 28 to US 29 (S) (Study)	86 95+	90 95+	X	X
É2 E3 E8	154002 863115 893128	MD 28-MD 198 (C) Md 650: Randolph Road-MD198 (C)(S)	89 91	92 93	X	X

For Key to column headings and symbols, see Bethesda/Chevy Chase Policy Area.

CLOVERLY STAGING CHARTS AND STATISTICAL PROFILE

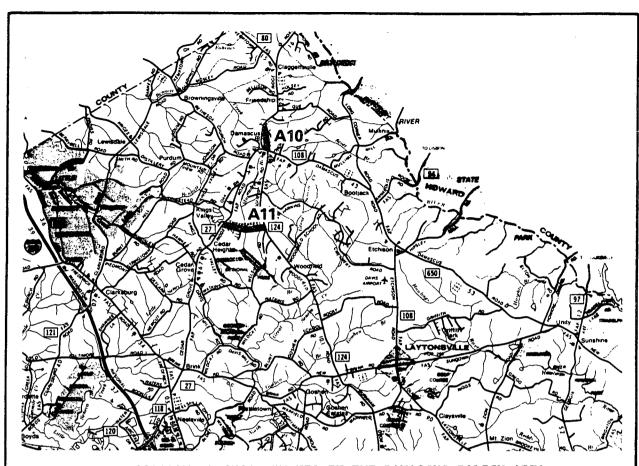
	-JOBS		—нои	SING -
Pipeline (10/8/87)	82		821	
FY 88 Ceiling	591		(468)	
Net Remaining		509		(1,289)
FY 89 Recommended TAS Ceiling	341		(343)	
Net Remaining		259		(1,164)
FY 89 Forecasted RTAS Ceiling	341		(218)	
Net Remaining		259		(1,039)
FY 89 Forecasted RTAS Ceiling				
With Reallocation	341		(343)	
Net Remaining		259		(1,164)





STATISTICAL PROFILE

1987 Estimates General Plan				Characteristics of Households Which Moved Between 1979-1984		
	Number	Bank			Number	Bank
Population	14,400*	11		Mover Households (includes	27%	13
Jobs	659	13	1,000	movers to and within area)		
Housing Units	4,468	11	8,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	.15	13		Mover Households		
Percent Who Work in Montgomery County	61%	8		Single-Family Multi-Family	.48 N/A	10 N/A
1983 Median Household Income	\$50,060	3		Non-Mover Households Single-Family Multi-Family	.82 N/A	3 N/A
1986 Median Sale	s Price of	New I	Housing Units	Previous Five Year Annua	I Growth	Trends
	Price	Rank	•		Number	Rank
Single-Family Detached	\$184,500	3		Average Annual Job Capacity Added by New Buildings	20	12
Single-Family Attached	\$164,634	3		Housing Units Per Year	270	9



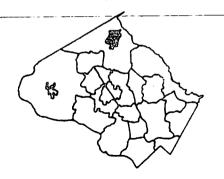
PROGRAMMED IMPROVEMENTS IN THE DAMASCUS POLICY AREA

CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
A10 A11	883105 873121	MD 124 Ext. (C) Sweepstakes Road (C)	89 91	93 92	X	X

For Key to column headings and symbols, see Bethesda/Chevy Chase Policy Area.

DAMASCUS STAGING CHARTS AND STATISTICAL PROFILE

	— JOBS—	— — HOUSIN	. C— —
Pipeline (10/8/87)	246	535	
FY 88 Ceiling	854	(129)	
Net Remaining		608	(664)
FY 89 Recommended TAS Ceiling	854	(129)	
Net Remaining		608	(664)
FY 89 Forecasted RTAS Ceiling	854	(129)	
Net Remaining		608	(664)



Adopted LOS Standard Group II C Existing Condition "Same" as Standard

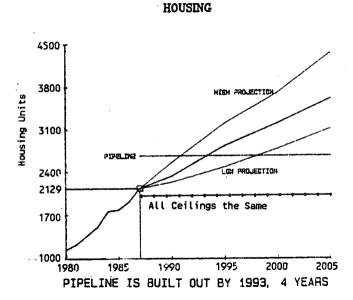
JOBS

2500 All Ceilings the Same All Ceilings the Same 1540 PIPELINE 1220 1146 900

1990

1985

1980



STATISTICAL PROFILE

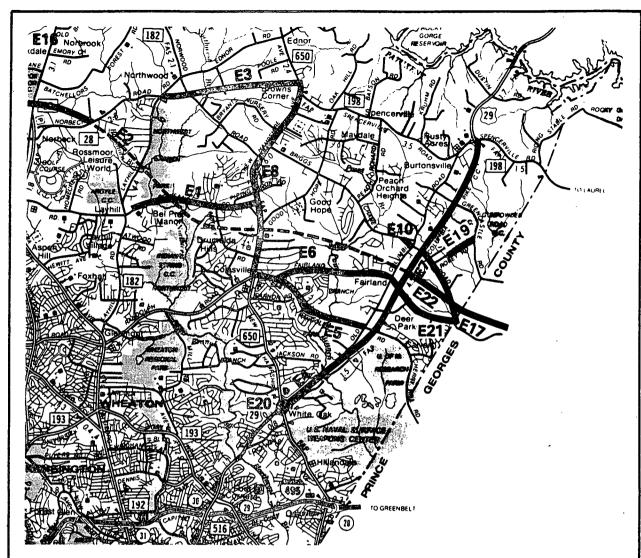
2000

1995

PIPELINE IS BUILT OUT IN 1993. 4 YEARS

2005

1987 Estimates General Plan				Characteristics of Households Which Moved Between 1979-1984		
	Number	Bank	Holding Capacity	•	Number	Bank
Population	7,000*	13		Mover Households (includes	37%	9
Jobs	1,146	12	5,000	movers to and within area)		
Housing Units	2,129	13	4,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Retio	.54	12		Mover Households		_
Percent Who Work in Montgomery County	79%	1		Single-Family Multi-Family	.62 N/A	N/A
1983 Median Household Income	\$42,610	• 5		Non-Mover Households Single-Family Multi-Family	.84 N/A	2 N/A
1986 Median Sale	e Dring of	Now	Housing Units	Previous Five Year Annua	el Growth	Trends
1300 Menuti Care			ilousing office		Number	<u>Rank</u>
	Price	Bank		Average Annual Job Capacity	10	13
Single-Family Detached	\$119,180	12		Added by New Buildings		-
Single-Family Attached	\$70,500	12		Housing Units Per Year	160	11



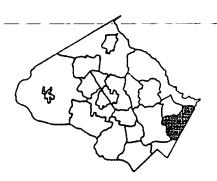
PROGRAMMED IMPROVEMENTS IN THE FAIRLAND/WHITE OAK POLICY AREA

CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
E17	883103	Briggs Chaney Rd Widen. (C)	90	95	+	
E10	873114	Briggs Chaney Realign E. (C)	90	92	X	X
E5	833888	E. Randolph Rd Widen I (C)	89	91	X	X
E5	833969	E. Randolph Rd Widen II (C)	91	92	X	X
Ē6	833963	Fairland Rd (C)	88	91	X X X	X X X X
E21	893134	Fairland Road East (C)	94	95		X
E2	154002	ICC: MD 28 to US 29 (S) (Study)				
E22	15REV2	ICC: P.G. County line to US 29 (S)	92	94		
E8	893128	MD 650: Randolph Road-MD 198 (C)	91	93		X X
E19	893124	Robey Road (C)	92	93		X
E20	15REV3	US 29 @ MD 650 (S)	92	94		
E4	873122	US 29 HOV* (C) (S)	92	95	+	
E7	823862	US 29 Widen (C)	87	89	X	X
E7		US 29 Widen (S)	88	89	X	X

*Programmed project will be defined after State's planning study is complete.
For Key to column headings and symbols, see Bethesda/Chevy Chase Policy Area.

FAIRLAND/WHITE OAK STAGING CHARTS AND STATISTICAL PROFILE

	-JOBS	HOUSIN	G
Pipeline (10/8/87)	10,006	5,295	
FY 88 Ceiling	5,286	4,240	
Net Remaining		(4,720)	(1,055)
FY 89 Recommended TAS Ceiling	1,286	2,240	
Net Remaining		8,720	(3,055)
FY 89 Forecasted RTAS Ceiling	9,786	3,990	
Net Remaining		(220)	(1,305)



Adopted LOS Standard Group IV D

Recommended LOS Standard Group III C/D

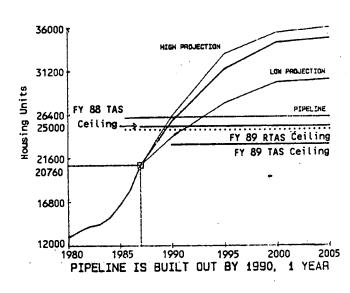
Existing Condition "Same" as (Recommended) Standard

JOBS

34000 FY 89 RTAS Ceiling PIPELINE 28000 FY 88 TAS Ceiling 22000 FY 89 TAS Ceiling 10000 FY 89 TAS Ceiling 10000 1980 1985 1990 1995 2000 2005

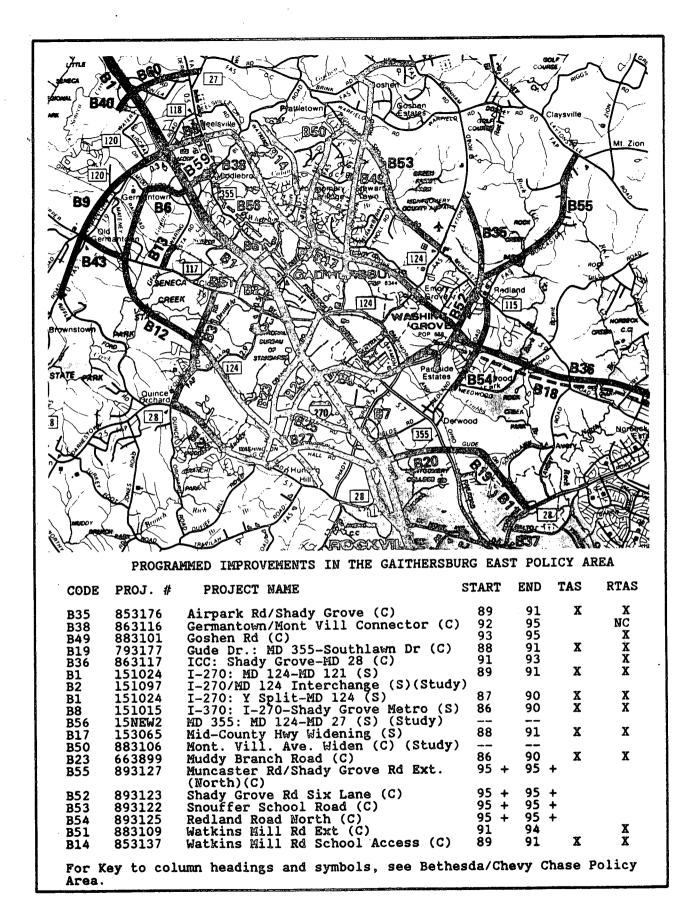
PIPELINE BUILDS OUT AFTER THE YEAR 2000

HOUSING



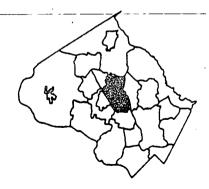
STATISTICAL PROFILE

19	87 Estima	tes	General Pian	Characteristics of Households Which Moved Between 1979-1984			
	Number	Bank	Holding Capacity		Number	Rank	
Population	49,800	5		Mover Households (includes	48%	6	
Jobs	21,714	6	63,000	movers to and within area)			
Housing Units	20,760	5	36,000	Average Number of School-Age Children by Structure Type:			
Jobs/Housing Ratio	1.04	6		Mover Households	00	•	
Percent Who Work in Montgomery County	46%	11		Single-Family Multi-Family	.80 .16	2 6	
1983 Median Household Income	\$40,380	7		Non-Mover Households Single-Family Multi-Family	.48 .22	10 3	
1986 Median Sales	Price of	New	Housing Units	Previous Five Year Annua	I Growth Number	Trends Bank	
	Price	Bank		Average Assural Joh Capacity	1.900	4	
Single-Family Detached	\$157,780	8		Average Annual Job Capacity Added by New Buildings	1,300	7	
Single-Family Attached	\$95,720	6		Housing Units Per Year	1,320	1	



GAITHERSBURG EAST STAGING CHARTS AND STATISTICAL PROFILE

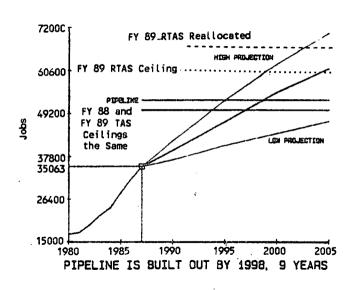
	-JOBS— -	HOUS	_HOUSING		
Pipeline (10/8/87)	17,548	7,564			
FY 88 Ceiling	14,937	9,545			
Net Remaining	C	2,611)	1,981		
FY 89 Recommended TAS Ceiling	14,937	9,545			
Net Remaining	(2	2,611)	1,981		
FY 89 Forecasted RTAS Ceiling	25,937	16,545			
Net Remaining	8	3,389	8,981		
FY 89 Forecasted RTAS Ceiling					
With Reallocation	29,937	14,545			
Net Remaining	12	2,389	6,981		
Adopted LOS Standard	f Group III	C/D			

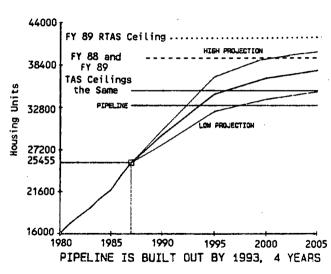


Existing Condition "Same" as Standard

JOBS

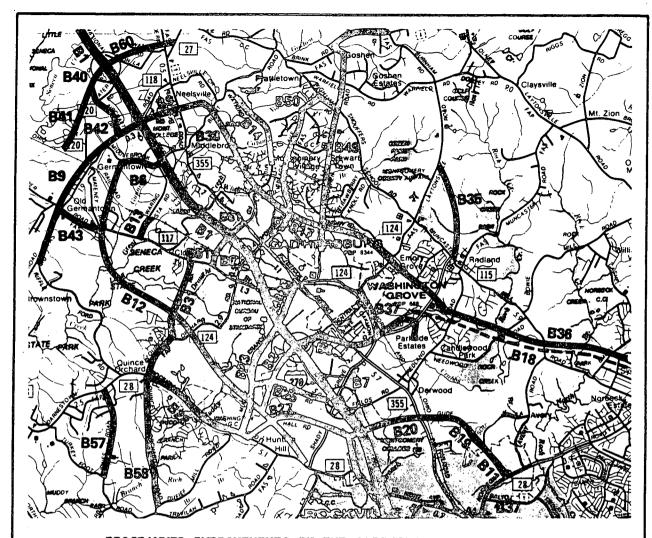
HOUSING





STATISTICAL PROFILE

1	987 Estima	ates	Characteristics of Households Which Moved Between 1979-1984			
	Number	Bank	General Plan Holding Capacity		Number	Bank
Population	68,000*	3		Mover Households (includes	65%	3
Jobs	35,063	4	149,000	movers to and within area)		•
Housing Units	25,455	4	41,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	1.38	3		Mover Households		
Percent Who Work in Montgomery County	77%	4		Single-Family Multi-Family	.67 . 2 2	5 3
1983 Median Household Income	\$32,720	11		Non-Mover Households Single-Family Multi-Family	.67 .25	5 1
1986 Median Sale	s Price of	New !	Housing Units	Previous Five Year Annua	al Growth	Trends
	Price	Bank	• • • • • • • • • • • • • • • • • • • •		Number	Bank
Single-Family Detached		10		Average Annual Job Capacity Added by New Buildings	3,130	1
Single-Family Attached	\$85,330	9		Housing Units Per Year	1,300	2



PROGRAMMED IMPROVEMENTS IN THE GAITHERSBURG WEST POLICY AREA

CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
B25	663907	Fields Rd-Muddy Br-Omega Dr (C)	88	91	x	x
B12	713129	Great Sen Hwy, Phases 1&2 (C)	85	90	X	X X X
B12	863111	Great Sen Hwy, Phase 3 (C)	86	91	X	X
B1	151024	I-270: MD 124-MD 121 (S)	89	91	X	X
B1	151024	I-270: Y Split-MD 124 (S)	87	90	X X X	X
B27	803530	Key West Ave-MD 28 (C)	86	90	X	X
B27	853121	Key West Ave: Shady Gr. to Gude(C)	87	90	X	X
B27	863179	Key West Ave: Gude DrI-270(C)(S)	91	94		X
B31	743799	Longdraft Rd. (C)	95	95	+	
B23	663899	Muddy Branch Rd (C)	86	90	X	X
B28	153324	MD 28 Widen: MD 124-Key West (S)	91	94		
B28	153324	MD 124: MD 28-Longdraft Road				
B24	853122	Sam Eig Hwy (C)	89	92	X	X
B51	883109	Watkins Mill Rd Ext. (C)	91	94		X
B57	873129	Jones Lane (C)	91	92	X	X X
B58	893126	Quince Orchard Road South (C)	95 +	95	+	

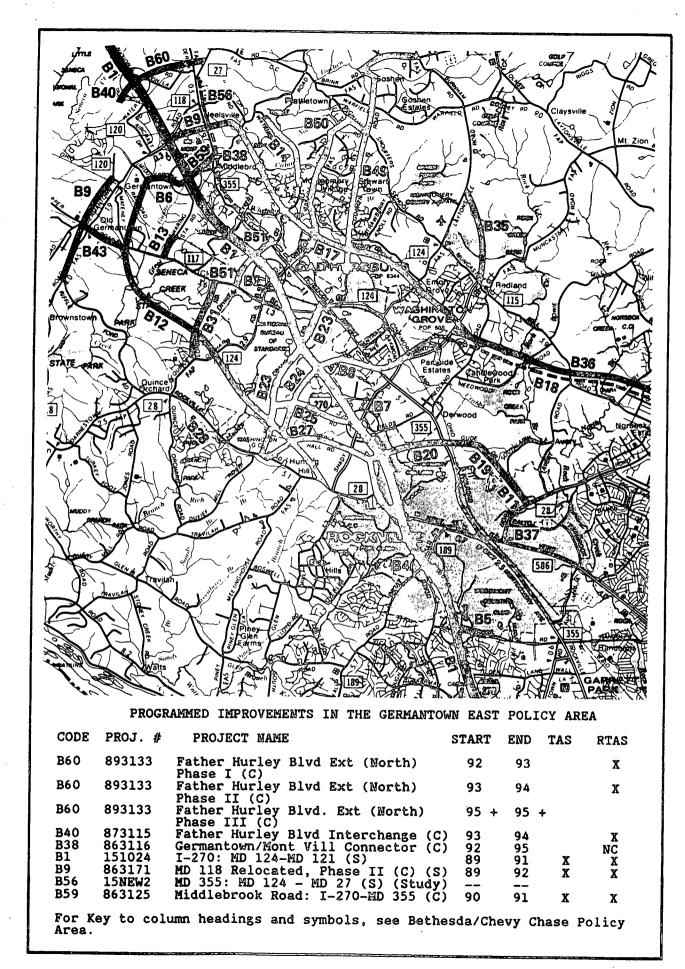
For Key to column headings and symbols, see Bethesda/Chevy Chase Policy Area.

GAITHERS BURG WEST STAGING CHARTS AND STATISTICAL PROFILE

			HOUSING —	
	Pipeline (10/8/87)	20,590	4,222	
	FY 88 Ceiling	21,307	7,240	
	Net Remaining	717	3,018	
	FY 89 Recommended TAS Ceiling	29,307	7,240	
	Net Remaining	8,717	3,018	
	FY 89 Forecasted RTAS Ceiling	25,807	15,240	•
	Net Remaining	5,217	11,018	
	FY 89 Forecasted RTAS Ceiling	<u></u>		
	With Reallocation	35,807	10,240	
	Net Remaining	15,217	6,018	
	•	Standard Group III C/D		
	Existing Cond	ition "Same" as Standard		
	JOB		HOUSING	
	FY 89 RTAS Reallocated		20000	
	47000 ¥		29000	
			FY 89 RTAS Ceiling	• • • •
	FY 89 RTAS	·····	24600	/
	39000 FY 89 TAS Ceiling		HIGH PROJECTION	
	38500 FY 88 TAS PIPELINE		FY 89 TAS Ceiling	_
its	.		20200 \$	
5	31000		§ FY 88	_
Housing Units	HIEM PROJECTIO		7 TAS Ceiling	
SDG	23000		15800 PIPELINE	
ž		LON PROJECTION	LON PROJECTION	
	15193			
	15000	•	11400	
			11200	
			7000	
	7000 1985 1990	1995 2000 2005	7000 1980 1985 1990 1995 2000	2005
	PIPELINE BUILDS OUT			

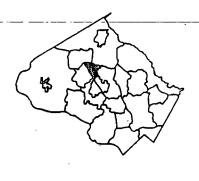
STATISTICAL PROFILE

1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984			
	Number	Bank	Holding Capacity		Number	Bank
Population	30,100*	8		Mover Households (includes	65%	3
Jobs	15,193	7	132,000	movers to and within area)		
Housing Units	11,260	8	29,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	1.35	4		Mover Households		
Percent Who Work in Montgomery County	77%	4		Single-Family Multi-Family	.67 .22	5 3
1983 Median Household Income	\$32, 720	11		Non-Mover Households Single-Family Multi-Family	.67 .25	5 1
1986 Median Sales Price of New Housing Units				Previous Five Year Annua	I Growth	Trends
	Price	Rank			Number	Bank
Oliveta Franki Datash ad				Average Annual Job Capacity Added by New Buildings	1,190	6
Single-Family Detached	\$168,390	5				•
Single-Family Attached	\$84,990	9		Housing Units Per Year	720	5



GERMANTOWN EAST STAGING CHARTS AND STATISTICAL PROFILE

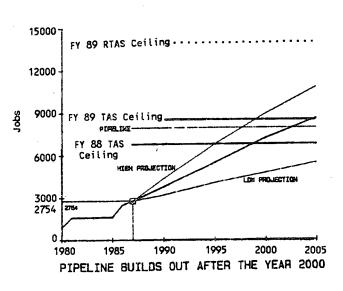
	JOBS		HOUS	ING
Pipeline (10/8/87)	-5,167		2,048	
FY 88 Ceiling	3,996		678	
Net Remaining	·	(1,171)		(1,370)
FY 89 Recommended TAS Ceiling	5,746		2,178	
Net Remaining		579		130
FY 89 Forecasted RTAS Ceiling	10,496		6,678	
Net Remaining		5,329		4,630
FY 89 Forecasted RTAS Ceiling				
With Reallocation	14,496		4,678	
Net Remaining		9,329		2,630
Adopted LOS Star	ndard Gro	oup II C		

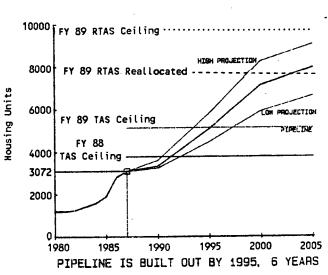


Adopted LOS Standard Group II C
Existing Condition "Worse" than Standard
JOBS

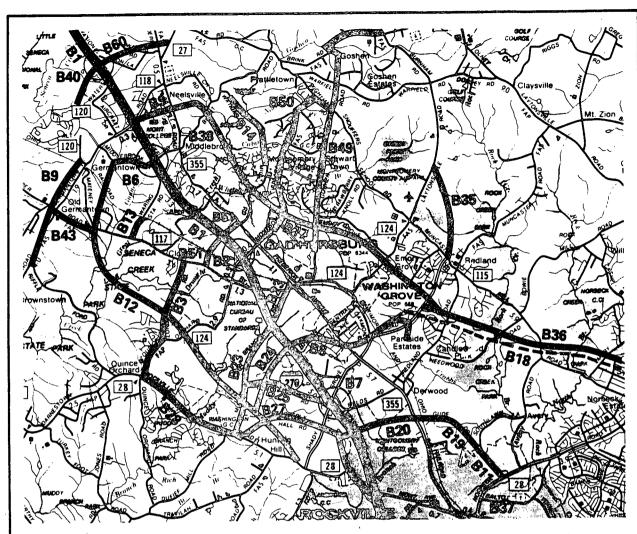
FY 89 RTAS Reallocated '---

HOUSING





1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984			
•	Number	Bank	Holding Capacity		Number	Bank
Population	9,800	12		Mover Households (includes	73%	1
Jobs	2,754	11	33,000	movers to and within area)		
Housing Units	3,072	12	9,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	.90	7		Mover Households		40
Percent Who Work in Montgomery County	79%	1		Single-Family Multi-Family	.40 .11	12 8
1983 Madian Household Income	\$35,280	9		Non-Mover Households Single-Family Multi-Family	.60 N/A	7 N/A
1986 Median Sale:	n Brico of	Now	Hameina Ilnite	Previous Five Year Annua	al Growth	Trends
1200 Medigii ogie:			nousing office		Number	Bank
Single-Family Detached	Price \$130,590	Rank 9		Average Annual Job Capacity Added by New Buildings	230	9
Single-Family Attached	\$80,000	/11		Housing Units Per Year	360	7



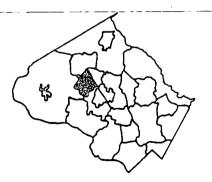
PROGRAMMED IMPROVEMENTS IN THE GERMANTOWN WEST POLICY AREA

CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
B60	893133	Father Hurley Blvd Ext (North)	92	93		x
B60	893133	Phase I (C) Father Hurley Blvd Ext (North) Phase II (C)	93	94		X
B60 B40 B12 B1	893133 873115 863111 151024	Father Hurley Blvd Ext (North) Father Hurley Blvd Interchange (C) Great Seneca Highway, Phase 3 (C) 1-270: MD 124 - MD 121 (S)	95 + 93 86 89 89	95 94 91 91 92	X X	X X X
B9 B43 B6 B13	863171 873119 863125 883108	MD 118 Relocated, Phase I (C) (S) MD 117 Widening (C) Middlebrook Rd: Great Sen to I-270(C) Waring Station Rd (C) Phase III (C)	90	92 93 95	* *	X X X

For Key to column headings and symbols, see Bethesda/Chevy Chase Policy Area.

GERMANTOWN WEST STAGING CHARTS AND STATISTICAL PROFILE

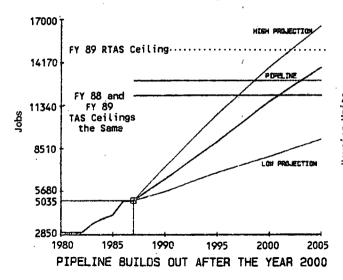
	JOBS-		-HOUS	ING
Pipeline (10/8/87)	7,935		5,081	
FY 88 Ceiling	6,965		3,124	
Net Remaining		(970)		(1,957)
FY 89 Recommended TAS Ceiling	6,965		3,624	
Net Remaining		(970)		(1,457)
FY 89 Forecasted RTAS Ceiling	9,965		4,124	
Net Remaining	;	2,030		(957)

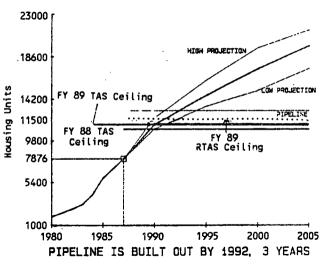


Adopted LOS Standard Group II C Existing Condition "Worse" than Standard

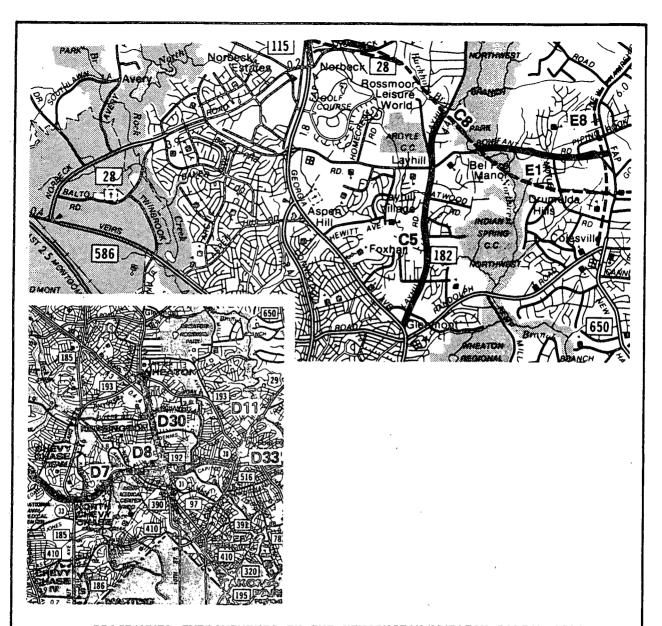
JOBS

HOUSING





1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984			
	Number	Rank			Number	Rank
Population	25,100	9		Mover Households (includes	73%	1
Jobs	5,035	9	55,000	movers to and within area)		
Housing Units	7,876	9	22,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	.64	10		Mover Households		,
Percent Who Work in Montgomery County	79%	. 1		Single-Family Multi-Family	.40 .11	12 8
1983 Median Household Income	\$35,280	9		Non-Mover Households Single-Family Multi-Family	.60 N/A	7 N/A
1986 Median Sale:	s Price of	New I	Housing Units	Previous Five Year Annua	al Growth	Trends
	Price	Bank			Number	<u>Bank</u>
Single-Family Detached	\$122,390	11		Average Annual Job Capacity Added by New Buildings	380	8
Single-Family Attached	\$87,500	7		Housing Units Per Year	1.050	3



PROGRAMMED IMPROVEMENTS IN THE KENSINGTON/WHEATON POLICY AREA

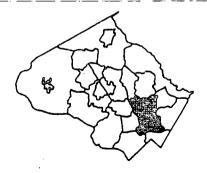
CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
D30	WMATA	Forest Glen Metro Station*	Yes	91	X	x
C8	154002	ICC: MD 28 to US 29 (S) (Study)				
D7	151009	I-495: MD 355-MD 97 (S)	87	89	X.	X
C5	153011	MD 182: Ga Ave-ICC (S)	87	91	X	X
D8	153181	MD 192: MD 97 to Belvedere*	89	90	X	X
D33	15REV3	US 29 @ MD 193	92	94		
D11	873122	US 29 HOV (C) (S)	92	95	+	
D30	WMATA	Wheaton Metro Station*	Yes	91	X	X

*To be constructed by WMATA. Funds do not appear in State or County Highway Programs.

For Key to column headings and symbols, see Bethesda/Chevy Chase Policy Area.

KENSINGTON/WHEATON STAGING CHARTS AND STATISTICAL PROFILE

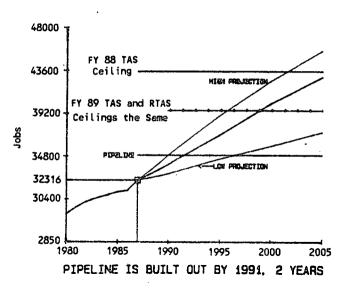
	JOBS		HOUS	ING
Pipeline (10/8/87)	2,554		4,875	
FY 88 Ceiling	11,184		5,710	
Net Remaining		8,630		835
FY 89 Recommended TAS Ceiling	7,184		7,710	
Net Remaining		4,630		2,835
FY 89 Forecasted RTAS Ceiling	7,184		7,710	·
Net Remaining		4,630	•	2,835

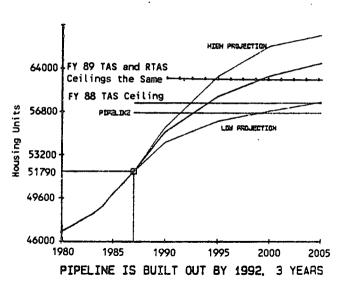


Adopted LOS Standard Group IV D
Existing Condition "Better" than Standard

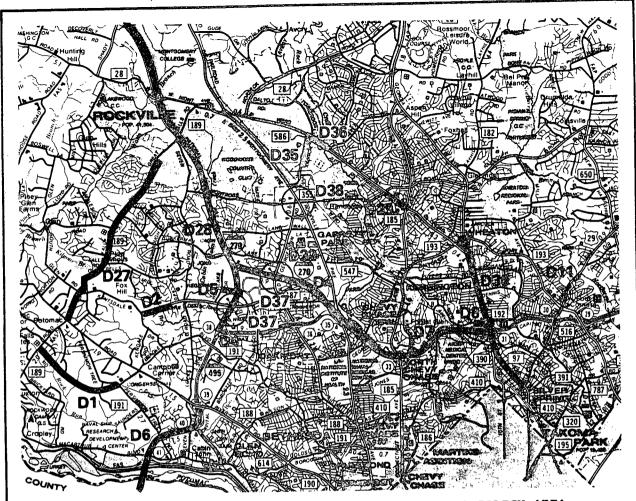
JOBS

HOUSING





1987 Estimates				Characteristics of Households Which Moved Between 1979-1984			
	Number	Baok	General Plan Holding Capacity	INDACO DOSMACSII	Number	Bank	
Population	138,300*	1		Mover Households (includes	36%	11	
Jobs	32,316	5	70,000	movers to and within area)			
Housing Units	51,790	1	64,000	Average Number of School-Age Children by Structure Type:			
Jobs/Housing Ratio	.62	11		Mover Households			
Percent Who Work in Montgomery County	59%	9		Single-Family Multi-Family	.65 .23	7 2	
1983 Median Household Income	\$36,860	8		Non-Mover Households Single-Family Multi-Family	.48 .20	10 4	
1986 Median Sale:	s Price of	New I	Housing Units	Previous Five Year Annua	al Growth	Trends	
	Price	Bank	•		Number	Bank	
Single-Family Detached	\$167,500	6		Average Annual Job Capacity Added by New Buildings	440	7	
Single-Family Attached	\$118,690	5		Housing Units Per Year	820	4	



PROGRAMMED IMPROVEMENTS IN THE NORTH BETHESDA POLICY AREA

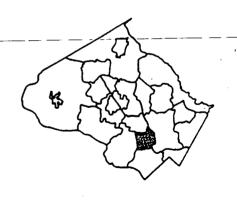
CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
D22	813594	Edson Ln (C) (Study)				
D22 D37	15NEW1	I-270 @ MD 187, @ Democracy Blvd (S)				
D4 D5 D4 D28	893131 813691 893131 151024	(Study) I-270: East Spur (C) (S) I-270/Fernwood Rd Overpass (C) I-270: West Spur (C) (S) I-270: Y Split-MD 124 (S)	89 92 91 87	90 92 92 90	X X X	X X X
D38 D35 D36	153364 893121 898139	MD 355 @ Montrose/Randolph (S) (Stud Twinbrook Parkway Reconstruction (C) Veirs Mill @ Twinbrook Parkway (C)	94 93	95 94		. X

For Key to column headings and symbols, see Bethesda/Chevy Chase Policy Area.

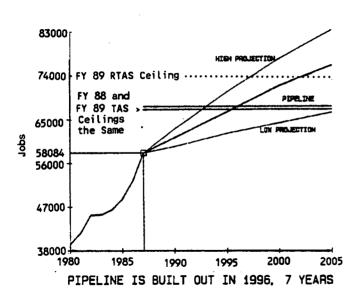
NORTH BETHESDA STAGING CHARTS AND STATISTICAL PROFILE

	JOBS		HOUSI	NG
Pipeline (10/8/87)	9.,539		2,593	
FY 88 Ceiling	8,916		2,421	
Net Remaining		(623)		(172)
FY 89 Recommended TAS Ceiling	8,916		2,421	
Net Remaining		(623)		(172)
FY 89 Forecasted RTAS Ceiling	15,666		5,921	
Net Remaining		6,127		3,328

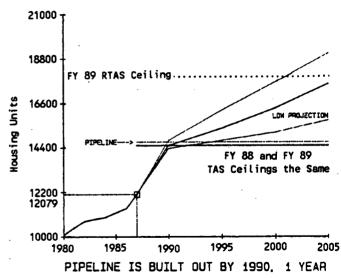
Adopted LOS Standard Group IV D
Existing Condition "Better" than Standard



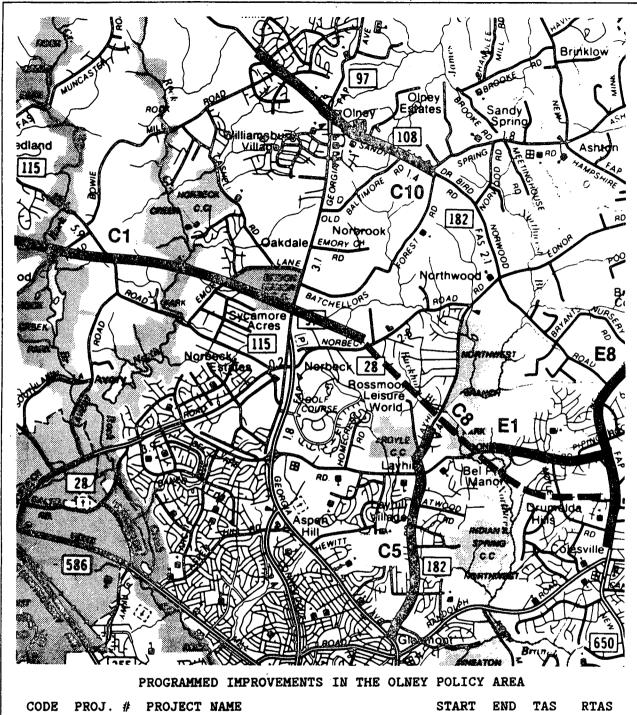
JOBS



HOUSING



1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984			
	Number	Rank			Number	Bank
Population	35,300	7		Mover Households (includes	47%	7
Jobs	58,084	2	95,000	movers to and within area)		
Housing Units	12,079	7	21,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	4.8	1		Mover Households		
Percent Who Work in Montgomery County	62%	7	•	Single-Family Multi-Family	.79 .13	3 7
1983 Median Household Income	\$41,260	6		Non-Mover Households Single-Family Multi-Family	.59 .14	9 6
1986 Median Sale	s Price of	New	Housing Units	Previous Five Year Annua	il Growth	Trends
	Price	Rank	3		Number	Bank
Single-Family Detached	N/A	N/A		Average Annual Job Capacity Added by New Buildings	2,910	2
Single-Family Attached	\$173,870	2		Housing Units Per Year	180	10

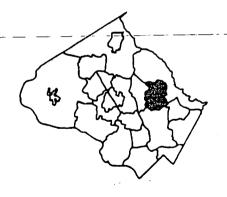


CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
C8 C1 C10	154002 863117	ICC: MD 28 to US 29 (S) (Study) ICC: Shady Grove - Md 28 (C) MD 108: Olney Mill Rd-Dr Bird Rd	 91 (S) 89	93 91	 x	 X X

For Key to column headings and symbols, see Bethesda/Chevy Chase Policy Area.

OLNEY STAGING CHARTS AND STATISTICAL PROFILE

	JOBS		HOUSI	NG
Pipeline (10/8/87)	698_		_2,922_	
FY 88 Ceiling	1,113		3,313	
Net Remaining		415		391
FY 89 Recommended TAS Ceiling	2,613		5,313	
Net Remaining		1,915		2,391
FY 89 Forecasted RTAS Ceiling	3,113		6,063	
Net Remaining		2,415		3,141

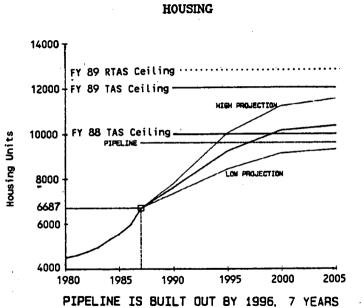


Adopted LOS Standard Group II C Existing Condition "Same" as Standard

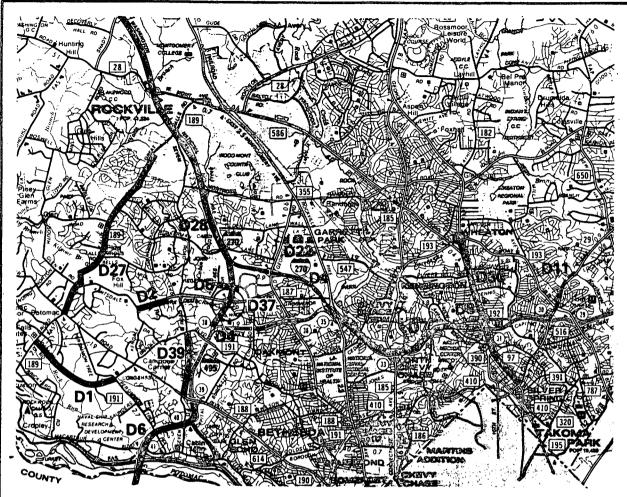
9000 8000 FY 89 RTAS Ceiling FY 89 TAS Ceiling 7000 Sqor 6000 -FY 88 TAS Ceiling 5000 4887 4000 1980 1985 1990 1995 2000 2005

PIPELINE IS BUILT OUT BY 1996, 7 YEARS

JOBS



1987 Estimates			Characteristics of Households Which Moved Between 1979-1984			
	Number	Bank	General Plan Holding Capacity		Number	Bank
Population	21,900*	10		Mover Households (includes	38%	8
Jobs	4,887	10	8,000	movers to and within area)		•
Housing Units	6,687	10	12,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	.73	9		Mover Households	•	
Percent Who Work in Montgomery County	66%	6		Single-Family Multi-Family	.7 9 N/A	N/A
1983 Median Household Income	\$49,520	4		Non-Mover Households Single-Family Multi-Family	.81 N/A	4 N/A
1986 Median Sale	s Price of	New	Housing Units	Previous Five Year Annua	I Growth	Trends
					Number	Bank
Single-Family Detached	<u>Price</u> \$161,925	Bank 7		Average Annual Job Capacity Added by New Buildings	110	11
Single-Family Attached	\$85,750	8		Housing Units Per Year	420	6



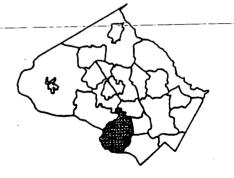
PROGRAMMED IMPROVEMENTS IN THE POTOMAC POLICY AREA

CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
D2	813595	Democracy Blvd: G'borough-Kentsdale	87	90	x	X
D37 D5	15NEW1 813691	I-270 @ Democracy Blvd (S) (Study)				
D28	151024	I-270/Fernwood Rd Overpass (C) I-270: Y Split-MD 124 (S)	92 87	92 90	X X	X
D4	893131	I-270: West Spur (C) (S)	91	92	X	X
D6	151087	I-495: MD 190-Potomac River (S)	89	92	X	x
D27	153371	MD 189: MD 190-Ritchie Pkwy (S) (Study)				
D1	863131	Oaklyn Drive	86	89	X	X
D39	863110	Seven Locks Rd: MD 190 - MD 191	90	93		X

For Key to column headings and symbols, see Bethesda/Chevy Chase Policy Area.

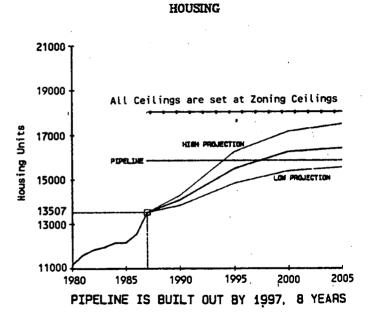
POTOMAC STAGING CHARTS AND STATISTICAL PROFILE

	JOBS		HOUSI	NG
Pipeline (10/8/87)	428		-2,336-	
FY 88 Ceiling	3,295		4,493	
Net Remaining		2,867		2,157
FY 89 Recommended TAS Ceiling	3,295		4,493	
Net Remaining		2,867		2,157
FY 89 Forecasted RTAS Ceiling	3,295		4,493	
Net Remaining		2,867		2,157

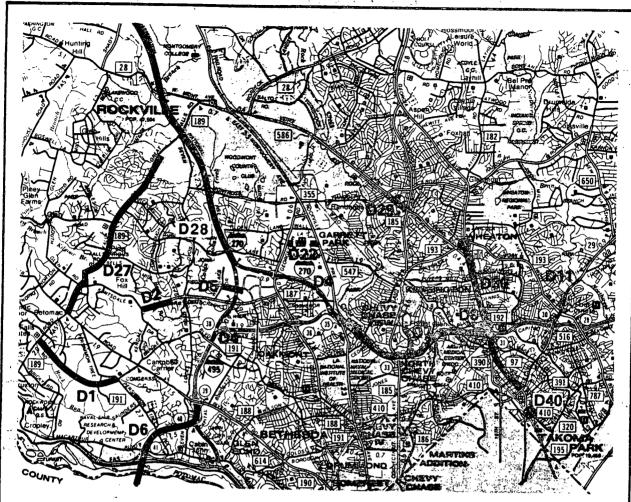


Adopted LOS Standard Group II C Existing Condition "Better" than Standard

15000 All Ceilings are set at Zoning Ceilings 13800 12600 11400 10705 10200 1980 1985 1990 1995 2000 2005 PIPELINE IS BUILT OUT BY 1990, 1 YEAR



1 987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984			
	<u>Number</u>	Bank			Number	Bank
Population	42,300*	6		Mover Households (includes	32%	12
Jobs	10,705	8	14,000	movers to and within area)	Α	
Housing Units	13,507	6	18,000	Average Number of School-Age Children by Structure Type:		٠
Jobs/Housing Ratio	.79	8		Mover Households		
Percent Who Work in Montgomery County	59%	9		Single-Family Multi-Family	1.10 .29	1
1983 Median Household Income	\$64,110	1		Non-Mover Households Single-Family Multi-Family	.89 .08	1 7
1986 Median Sales	s Price of	New I	Housing Units	Previous Five Year Annua		
•	Price	Rank	•		<u>Number</u>	Bank
Single-Family Detached	\$351,500	1		Average Annual Job Capacity Added by New Buildings	180 _	10
Single-Family Attached	\$220,000	1		Housing Units Per Year	320	8



PROGRAMMED IMPROVEMENTS IN THE SILVER SPRING/TAKOMA PARK AND SILVER SPRING CBD POLICY AREAS

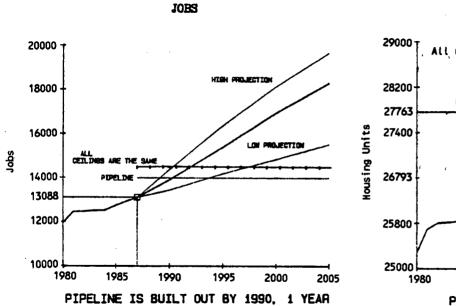
CODE	PROJ. #	PROJECT NAME	START	END	TAS	RTAS
D7 D30 D40	WMATA 873116	I-495: MD 355-MD 97 (S) Red Line Extension to Wheaton* Silver Spring Inters/Roadway Imp. (C) (Study)	87 Yes	89 91 	X X	X

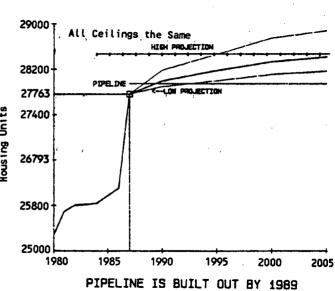
*To be constructed by WMATA. Funds do not appear in State or County Highway Program.

For Key to column headings and symbols, see Bethesda/Chevy Chase Policy Area.

SILVER SPRING/TAKOMA PARK STAGING CHARTS AND STATISTICAL PROFILE

<u></u>	JOBS		HOUS	SING
Pipeline (10/8/87)	880		-207	
FY 88 Ceiling	1,380		824	~~~~ <i>></i> ~~~
Net Remaining		500		617
FY 89 Recommended TAS Ceiling	1,380		824	
Net Remaining		500		617
FY 89 Forecasted RTAS Ceiling	1,380		824	\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Net Remaining		500		617
Adopted LOS Standar	•	-		



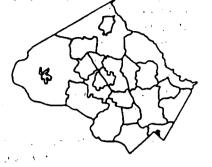


HOUSING

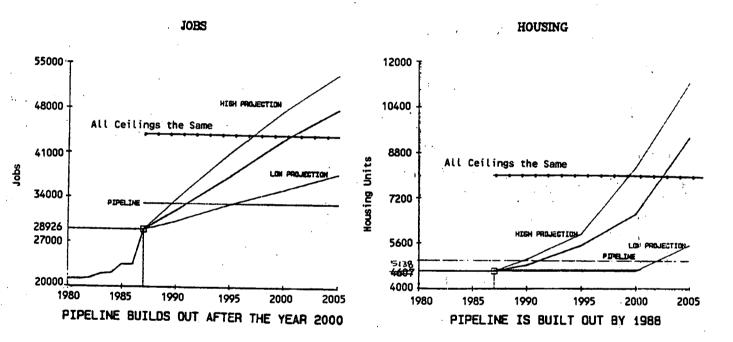
1987 Estimates			Characteristics of Households Which Moved Between 1979-1984			
	Number	Bank	General Plan Holding Capacity		Number	Bank
Population	67,000*	4		Mover Households (includes	51%	5
Jobs	42,014	3	154,000	movers to and within area)		
Housing Units	32,370	3	41,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	1.29	5		Mover Households		
Percent Who Work in Montgomery County	42%	13		Single-Family Multi-Family	.44 .17	11 5.
1983 Median Household income	\$24,060	13		Non-Mover Households Single-Family Multi-Family	.39 .19	13 5
1986 Median Sale	s Price of	New	Housing Units	Previous Five Year Annua	I Growth	Trends
	Price	Rank	•		Number	Bank
Single-Family Detached	\$174,000	4		Average Annual Job Capacity Added by New Buildings	1,790	. 5
Single-Family Attached	\$122,633	4		Housing Units Per Year	80	13

SILVER SPRING CBD STAGING CHARTS AND STATISTICAL PROFILE

	JOBS		HOUS	ING
Pipeline (10/8/87)	4,085		383	
FY 88 Ceiling	14,835		3,383	
Net Remaining		10,750	,	3,000
FY 89 Recommended TAS Ceiling	14,835		3,383	
Net Remaining		10,750		3,000
FY 89 Forecasted RTAS Ceiling	14,835		3,383	•
Net Remaining		10,750	4	3,000



Adopted LOS Standard Group VI is not applicable



Separate statistical profiles are not included for the CBD area because the data cannot be easily separated from the larger Silver Spring/Takoma Park Policy Area. Data from the 1987 Census Update may enable us to do this in the future.

ACKNOWLEDGEMENTS

Sidney Kramer County Executive

Lewis T. Roberts Chief Administrative Officer

Edmond F. Rovner
Special Assistant to the County Executive

Clyde S. Sorrell County Attorney

Planning Policies Committee (PPC):

Meg Riesett, Chairman
Director, Office of Planning Policies (OPP)

Richard J.Ferrara
Director, Department of Housing and Community Development (DHCD)

Robert K. Kendal Director, Office of Management and Budget (QMB)

Dyan Lingle Director, Office of Economic Development (OED)

Robert S. McGarry
Director, Department of Transportation (DOT)

John L. Menke
Director, Department of Environmental Protection (DEP)

and

Vicki Lathom
Director, Office of Public Information

Staff Contributors:

Sue Richards, OPP, Coordinator Keith Goodman, OPP Christy Huddle, OPP Carole Martin, OPP Bonnie Murtagh, OPP Helen Royce, OPP Balu Swaminathan, OPP Aron Trombka, OPP Tedi Zweig, OPP Sandy Ambush, DEP Phil Bennett, DEP Susanne Holley, DEP D. Scott Offen, DEP John Clark, DOT Glenn Orlin, DOT Aileen Rappaport, DOT C. Robert Simpson, DOT Peter Hutchinson, OMB Alice Klavans, OMB Catherine Stover, OMB Maritza Friedman, OED Kathy Mitchell, OED Tim Minerd, DHCD Scott Reilly, DHCD Diane Kramer, Office of County Attorney Joyce Stern, Office of County Attorney Rob Todd, Information and Graphics Bob Jenkins and Staff, Print Shop Vicky Kline-Atwood, DIST Diane Rundell, DIST

FY89 ANNUAL GROWTH POLICY

MONTGOMERY COUNTY, MARYLAND



FINAL DRAFT prepared by

Montgomery County Planning Board

The Maryland-National Capital Park and Planning Commission

December 1,1987

PREFACE

December 1, 1987

The Honorable Sidney Kramer County Executive Executive Office Building

The Montgomery County Council Stella B. Werner Council Office Bldg. Rockville, MD 20850

Dear Mr Kramer and Council Members;

I am pleased to transmit to you the second Annual Growth Policy (AGP) for Montgomery County for fiscal year 1989. As required by local law (Bill 11-86), the Planning Board is submitting by December 1 a draft of the Annual Growth Policy to the County Executive for revision before it is submitted by the Executive to the County Council by January 1.

During the Planning Board review of the staff draft of the AGP document, we have had the benefit of a public forum, suggestions from the Executive staff and the Montgomery County Public Schools staff, a number of written commentaries from civic groups and developers, and further staff analysis. Our submission consists of (1) an overview of the annual growth policy process, (2) the growth policy itself, in the format adopted by the Council last year, and (3) a number of appendices. It will be followed shortly by the public release of two supplementary Montgomery County Planning Department reports, entitled "Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings." Your staff has already received the major elements of these reports in draft form, as well as participated in all the Planning Board discussions of these topics.

In transmitting this AGP to you, we would like to call your attention to the following issues.

- 1. The FY 89 AGP includes four alternative transportation staging ceilings. The transportation staging ceilings are a quantification in terms of jobs and housing units of the amount of additional development that could be handled by a given level of programmed roads. The four sets of ceilings are:
 - A. FY 89 Anticipated Ceiling. This represents the amount of development which could be accommodated by the natural progression into the fifth year of the Approved FY 1988-93 Capital Improvements Program and the State FY 87-92 CTP.
 - B. FY 89 RTAS Ceiling. This represents a revised computation of staging ceilings in policy areas where the Planning Department's intermediate forecasts indicate that the pipeline will not be built out until after the seventh year of the Approved FY 88-93 CIP and the State FY 87-92 CTP. This computation follows the guidelines outlined in the Report of the Test at Permit Committee, as accepted by the County Council.

The proposed RTAS amendment allows the ceiling to be calculated based on transportation projects that would have 100 percent of the construction expenditures within the first seven years of the approved CIP or CTP, in accordance with a sliding scale formula and based on a finding by the Executive that the roads to be counted in the 5th, 6th, and 7th years of the CIP are dependable in terms of scheduling.

- C. Augmented A Ceiling. This represents the amount of development which could be accommodated by the fifth year of the approved CIP and CTP and by transportation capacity made available through the acceleration of several transportation projects. The list of transportation projects to be considered for acceleration was provided by the Department of Transportation.
- D. Augmented B Ceiling. This represents the amount of development which could be accommodated by the fifth year of the approved CIP and CTP and by transportation capacity made available through the acceleration of a more extensive transportation project list prepared by Department of Planning staff.
- 2. In keeping with the approach outlined in the AGP legislation, the alternative ceilings described above are provided as a reference framework to assist the County Executive in relating his yet-to-be published recommended CIP for FY 89-94 to an appropriate set of growth policy ceilings to sub-areas of the County. Staff of the Planning Department has already discussed the findings of this draft AGP with Executive staff, and has included a ceiling assessment of the draft CIP provided by Executive staff (item C above). Planning staff will continue to make themselves available, to the maximum extent possible within our resources, to provide further analysis to the Executive as his final CIP and AGP recommendations are prepared during December. After review of the Executive's recommended CIP and AGP, the Planning Board may wish to make further or amended recommendations to the County Council, similar to the process engaged in last year.
- 3. The policy area staging ceilings are derived from a traffic model in which a principal parameter is the Level of Service (LOS) standard. This standard is basically a policy judgment made ultimately by the County Council. In response to Council's request for additional analysis of how to measure level of service, the Planning staff this year has refined the basis for setting LOS standards, based upon a broader definition of transit availability. Staff has analyzed to a greater level of detail the effect of transit service and traffic alleviation measures on overall transportation capacity, and clarified how capacity provided by transit and traffic alleviation measures is accounted for in the setting of ceilings in the Annual Growth Policy. As a result of this work, the Planning Board has reclassified the Fairland/White Oak Policy Area as Group III. For a further discussion of this work, please refer to the supplementary report entitled "Alternative Transportation Scenarios and Staging Ceilings."

- housing units. The judgment about the division of the ceiling begins with a review of the land use recommendations of the relevant master plans. An analysis of market trends is then added, including an estimate of the most probable development time frame for both jobs and housing. The basic principle used by staff, in dividing the transportation capacity within an area between jobs and housing, has been to avoid moratoria wherever possible, and to provide for build-out at the forecasted rate over a time period that is approximately the same for both jobs and housing. At this time, the Planning staff is developing an explanatory paper on the jobs-housing relationship as part of the General Plan Assessment. Once this paper is completed, the Planning Board may wish to revise its recommended division of the ceilings between jobs and housing units. In the meantime, we believe the proportions represented in this draft are reasonable.
- 5. The FY 89 AGP includes the school methodology developed during 1986 and 1987 by the staffs of the Planning Board, County Executive, Montgomery County Public Schools, and ultimately recommended by a Task Force established by Council to report on the best approach to setting ceilings based on school facility capacity. If one uses the approach outlined in the Task Force report, and if one further assumes that the Board of Education's Requested FY 89-94 CIP were to be adopted, the conclusion reached is that adequate school capacity will exist in all areas of the County in 1992 for APFO purposes. Obviously, if the Executive and Council end up with a lower level of new school capacity than contained in the BOE's FY 89-94 CIP, then this conclusion will need reconsideration.
- A continuing problem exists with how to best relate the growth management activities of the County, as reflected in this AGP, with the activities of the cities of Rockville and Gaithersburg, which have their own planning and zoning powers. At present, Rockville has a form of adequate public facility review on a case-by-case basis, using a method analogous to the Local Area Review (LAR) method of this AGP. Rockville as yet has proposed no formal mechanism for relating its overall staging capacity to that of the surrounding areas of the County. Gaithersburg is in a similar position, and does not have the Local Area Review (LAR) equivalent of Rockville's process either. discussion of this issue has occurred among Planning Board and staff, Executive staff, and the City of Rockville, in connection with Rockville's Proposed Maximum Expansion Limits (MEL) document, but no complete resolution of the adequate public facilities coordination problem has been reached so far, and further discussions about the draft MEL document have been temporarily delayed during the recent Rockville election period. The Executive may wish to propose further initiatives with regard to obtaining better APFO coordination among and with these two independent jurisdictions.
- 7. An issue raised in the Council's public hearings last year on the FY 88 AGP concerned the question of how extensive the "policy" element of the AGP should be. The Planning Board's draft included a section called "Framework for Policy," which the Executive's revised draft deleted, and substituted for it a much shorter list of assumed "growth policies." We believe it was generally recognized last year that the first year for the Council to adopt an AGP pre-

Page Four December 1, 1987

sented many complexities, and that the evolution of the AGP document to satisfy all possible demands on it will obviously take more than one year to occur. The historical example of the refinement of the CIP document over a number of years is illustrative of the need to recognize that major policy instruments normally do take a number of years to jell into a satisfactory format. Having recognized this, however, we remain sensitive to the fact that the time pressures on all concerned, in producing and adopting an annual growth policy, tend to preclude the opportunity for a broad ranging public dialogue over long range policy issues, such as the appropriate long term balance to be sought between employment and housing growth. Our current thinking is that major policy issues, such as the latter example, are better dealt with through the vehicle of the General Plan Assessment. In preparing this draft AGP, we have proceeded on the assumption that the General Plan exercise is where "broad policy" should be explored, and our staff is preparing its General Plan work within this context.

In conclusion, we look forward to working with both the Executive and Council on these important matters during the coming months, and will be available to answer any questions or participate in discussions as appropriate.

Sincerely yours,

Norman L. Christeller

Chairman

Montgomery County Planning Board

NLC:CD:ms

FY 89 ANNUAL GROWTH POLICY

Prepared By:

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910-3760
December 1, 1987

Revised By: THE MONTGOMERY COUNTY EXECUTIVE January 1, 1988

Approved By: THE MONTGOMERY COUNTY COUNCIL June 30, 1988

ABSTRACT

TITLE: FY 89 Annual Growth Policy Report

AUTHOR: The Maryland-National Capital Park and Planning Com-

mission, Montgomery County Planning Board

SUBJECT: FY 89 Annual Growth Policy Report

PLANNING AGENCY: The Maryland-National Capital Park and

Planning Commission

SOURCE OF COPIES: The Maryland-National Capital Park and

Planning Commission 8787 Georgia Avenue

Silver Spring, MD 20910-3760

DATE: December 1, 1987

SERIES NUMBER: 0676872501

NUMBER OF PAGES: 112

ABSTRACT: Montgomery County Council Bill No. 11-86 established the process by which the Council will provide guidance

for the management of growth. In accordance with this law, the Montgomery County Planning Board has prepared this draft of the FY 89 Annual Growth Policy (AGP) for transmission to the County Executive for revision

before it is submitted by the Executive to the County Council. The report includes general policy guidelines and information for growth management of the Adequate Public Facilities Ordinance by the Montgomery County

Planning Board.

Attached: FY 88 AGP Resolution

Draft #2 1/20/88



ROCKVILLE, MARYLAND 20850

Sidney Kramer County Executive (301) 251-2500 TTY 279-1083

MEMORANDUM

December 29, 1987

TO:

Michael L. Subin, President

Montgomery County Council

FROM:

Sidney Kramer, County Executive Dickey

SUBJECT: Recommended Amendments to the FY 88 Annual Growth Policy

I am pleased to transmit two amendments to the adopted FY 88 Annual Growth Policy. One corrects the jobs ceiling number for the Damascus Policy Area. The other implements a proposal by the Housing Opportunities Commission that the AGP include a special allocation of development capacity for affordable housing. The County Council directed that an amendment be prepared to reflect this proposal. The attached amendment represents Planning Board and Executive Branch work to implement that directive. I anticipate that the Council will be holding a public hearing on these amendments, and I look forward to stating my views at that time.

ADEQUATE PUBLIC FACILITIES JOBS CEILING FOR DAMASCUS

In early November, the Planning Board's staff reported its discovery that it had mistakenly transferred all the completions from the Group I areas to the Damascus Policy Area when it was designated as a policy area separate from the Group I area. As a result, the FY 88 AGP ceiling for Damascus was based erroneously on an existing job base well above the level which could be adequately supported by available and programmed public facilities. As adopted, the FY 88 AGP showed a deficit in the net remaining capacity for jobs for the Damascus area. The Planning staff's corrected numbers for both the ceiling and the net remaining capacity for the FY 88 AGP are indicated on the attached Table 1 and Table 2.

I recommend that the Council correct the Damascus jobs ceiling by amending the APF ceilings in the FY 88 AGP. While the revised ceiling represents a technical correction, rather than a modification of policy, the effect of the change is a lifting of the jobs moratorium, and therefore, is both a substantive and a procedural change. As such, it calls for an independent amendment to the AGP.

Michael L. Subin

Page 2

It should be noted that this amendment has no affect on the moratorium on housing development in the Damascus Policy Area. The housing ceiling remains a deficit of 129 units, with the net remaining capacity also a deficit of 664 units.

AFFORDABLE HOUSING AMENDNDMENT TO THE FY 88 AGP

Rationale for the Allocation in the AGP

One of the purposes of the AGP is to provide a mechanism for the resolution of conflicting public policies that pertain to growth management issues. The Housing Opportunities Commission has pointed out a conflict that exists between our growth management policies and our housing policies. On one hand, the County has a policy of strictly balancing development with the availability of public facilities. On the other hand, the County has a policy which calls for a balanced supply of housing, and emphasizes the need for affordable housing for low and moderate income families. These two policies are inconsistent with one another in six policy areas of the County where new residential subdivisions are limited.

The Council, through the AGP, establishes limitations on growth in each policy area, based on the availability of public facilities such as roads and schools. The growth ceilings adopted last June permit continued residential growth in most policy areas, but in six areas the existing and programmed capacity is already committed to previous subdivision approvals, causing a moratorium on new approvals to be imposed. The development of affordable housing for low and moderate income families is constrained both by the increased cost of land which results from such moratoria, and by the fact that some areas of the County are closed to residential development altogether.

HOC is faced with the difficult task of providing and promoting the development of affordable housing. It seeks new funding sources in order to compensate for limited public funds, and needs flexibility to respond to proposals from developers who may wish to take advantage of special tax credits, preferred financing opportunities, and so forth. In fact, HOC is now negotiating with two developers who are interested in including housing for low and moderate income families in their privately funded developments. In both cases, the sites are in policy areas closed to residential development. This situation illustrates that the conflict in public policies has practical and immediate ramifications.

The Amendment

HOC has proposed that this conflict be resolved by amending the rules for administering the Annual Growth Policy to provide a special allocation of transportation capacity in policy areas otherwise closed to residential development. Both the Executive Branch and the Planning Board endorse this approach, in recognition of the importance of the policy of assuring an adequate supply of affordable housing.

Page 3

The amendment is designed to answer needs highlighted by the Housing Opportunities Commission, but in a simplified, limited fashion. I recommend that in each policy area closed to residential development, 125 housing units may be added to the net available ceiling for HOC projects, or 250 units forqualifying privately developed projects. While these developments are not required to meet the areawide transportation threshold test, they would nonetheless, be required to meet all other standards of Local Area Review.

Housing units approved for subdivision under this plan would be counted in the policy area pipeline of residential approvals, and would thus become part of that area's deficit in Net Remaining Capacity. Future transportation capacity for the area would first be applied to eliminating the deficit before additional development could be approved.

The units in each new project that are available for low and moderate income families would be required to remain so for a period of 15 years. In HOC projects, up to 50% of the units could be designated for low and moderate income families. For developments sponsored by the private sector, a minimum of 20% of the units would be targeted for families at or below 50% of the area median, or 40% of the units if they are set aside for families at or below 60% of the area median.

A countywide maximum of 750 units could be approved in FY 88. If all units are developed privately, 150 to 300 of the units would actually be reserved for low and moderate income families. In HOC sponsored projects, approximately 375 of the units would be set aside. The remainder would be market rate units.

The original proposal from the Housing Opportunities Commission included two provisions which were modified by the Planning Board. HOC proposed that private developments be limited to 175 units, and suggested that the Planning Board could approve projects in excess of that number by "borrowing" from the special allocation for a subsequent year. The Planning Board eliminated the borrowing provision, deciding instead to raise the limit to 250 units per policy area.

I concur with both changes by the Planning Board. It is important to allow sufficient flexibility to increase the likelihood that affordable housing projects will indeed develop. At the same time, this special allocation is designed to be a limited, temporary solution. Specific, annual allocations should be used only while we search for better, long-term solutions.

The revised amendment also adds a countywide cap to the allocation. The cap reflects my estimate of how many affordable housing units are likely to be sought before this fiscal year ends. It also reflects my desire to control the impact on roads and schools of any developments approved under this provision.

Page 4

Why Amend the FY 88 Annual Growth Policy

Developing affordable housing, especially in a market like Montgomery County, is a difficult proposition without subsidies. The Federal Government, which has been a primary source of funding for such projects, has severely cut back its commitment and its resources devoted to affordable housing. One of the few remaining opportunities for developers is a federal tax incentive program. Even this program is scheduled to terminate December 31, 1989. As the program is now structured, these remaining tax credits can be applied only to units which are built and occupied by that date. With such a short time frame, every month becomes critical and this urgency argues against waiting for the FY 89 Annual Growth Policy. An amendment to the FY 88 AGP provides an additional four months of important lead time needed to take advantage of these credits for affordable housing.

How to Amend the FY 88 Annual Growth Policy

I recommend amending the Transportation Guidelines section by creating a subsection containing specific guidelines for this allocation. The permissive statement is located under "Amendments of Policy Ceilings", while the Local Area Review section is expanded to require projects filed under this program to qualify under Local Area Review.

The Planning Board has suggested amending the "Ceiling Flexibility" section of the AGP in its version of the amendment. We considered that option, but prefer to retain the current definition of ceiling flexibility. Under that provision of the guidelines, a developer can eliminate the traffic impact of a project and thus receive subdivision approval, by constructing a public facility or establishing an alternative transportation program such as a ridesharing matching service or shuttle bus. As structured by this amendment, the affordable housing allocation does not require such developer participation, although it does require the developments to pass Local Area Review.

Furthermore, under ceiling flexibility, the impact of these projects on the net remaining capacity would not be recorded. By increasing the deficit according to the size of an affordable housing project, we guarantee that the long-term impact will be mitigated before additional developments can be approved.

The Planning Board has suggested that the amendment delete the existing language in the Growth Policy, Section III, "Issues to be Addressed During Next Fiscal Year." I recommend leaving that section intact, primarily for historical purposes.

The Future of the Special Allocation

My FY 89 Recommended Annual Growth Policy supports continuation of this special allocation for affordable housing but with one modification: I

Michael L. Subin

Page 5

recommend raising the maximum number of units which can be approved countywide to 1,000 during FY 89.

This special allocation is a short-term measure designed to correct an immediate problem, as well as, a conflict in public policies. The FY 90 AGP should address the issue of affordable housing in a more comprehensive manner. I understand that Councilmembers Adams and Hanna have established a task force to examine ways to increase the supply of housing for low and moderate income families. I look forward to working with them and others on finding a comprehensive solution to this important problem for all of Montgomery County.

MR:sm

cc: N. Christeller, Chairman Montgomery County Planning Board

Bernard Tetreault, Executive Director Housing Opportunities Commission

Amendment to Bill No. 11-364 Concerning: Approval of FY 88 Annual

Growth Policy.
Draft No. & Date: 2 - 1/20/88

Introduced:
Public Hearing:
Adopted:
Effective:
Ordinance No.:

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By:	

AN AMENDMENT TO FY 88 Annual Growth Policy for the Purpose of

- amending the Guidelines for administration of the Adequate
 Public Facilities Ordinance to provide for Planning Board
 approval of affordable housing units in certain Policy Areas
- and correcting the jobs ceiling and net remaining capacity for the Damascus Policy area.

By amending the following sections:

- A. "Guidelines for Transportation Facilities."
 - (1) Policy Area Review:
 - (b) Special Ceiling Allocation for Low and Moderate Income Housing
 - (d) Amendment of Policy Ceilings.
 - (2) Local Area Review;
 Table I; and
 Table II

EXPLANATIONS: Underlining indicates language added to existing law.

Underlining with brackets indicates Planning Board language deleted by the Executive.

[[Double brackets]] indicate language deleted from existing law.

Resolution No.: Introduced: Adopted:

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

Subject: Approval of Amendment to FY88 Annual Growth Policy

Background

- 1. On June 30, 1987, the Montgomery County Council adopted the FY88 Annual Growth Policy (AGP) containing a set of recommended growth capacity ceilings for each policy area within the County as guidelines for the administration of the Adequate Public Facilities Ordinance, and other information relevant to the subject of growth policy.
- 2. On July 18, 1987, in accordance with the Annual Growth Policy amendment procedures of Resolution No. 11-364, the Montgomery County Planning Board submitted to the County Executive a proposed amendment to the FY88 Annual Growth Policy to establish separate development controls for the Silver Spring Central Business District. After worksessions and modifications the Montgomery County Council adopted the amendment on November 10, 1987.
- 3. On December 18, 1987, in accordance with the Annual Growth Policy amendment procedures of Resolution No. 11-364, the Montgomery County Planning Board submitted to the County Executive a proposed amendment to the FY 88 Annual Growth Policy to establish a special allocation of transportation capacity for the development of low and moderate income housing.
- 4. On December 16, 1987, in accordance with the Annual Growth Policy amendment procedures of Resolution No. 11-364, the Montgomery County Planning Board submitted to the County Executive a proposed amendment to the FY 88 Annual Growth Policy to correct an error in the jobs ceiling for the Damascus policy area.
- 5. On December 29, 1987, the County Executive transmitted the FY 88 Annual Growth Policy, amended as described in Numbers 4 and 5 above, to the County Council.
- [[3. On July 18, 1987, the County Executive, in accordance with Part 1, Section III, Paragraph 1 of the FY88 Annual Growth Policy, submitted an amendment to the Annual Growth Policy in conjunction with a proposed amendment to the staging section of the 1975 Silver Spring Central Business District Sector Plan and proposed legislation establishing a Transportation Management District.]]

- [[4. The Silver Spring Sector Plan Amendment and this amendment to the Annual Growth Policy are intended as interim measures to guide development until a comprehensive review of the Silver Spring CBD Sector Plan is completed.]]
- [[5. On September 15th and September 17, 1987, the County Council held a public hearing on the County Executive's recommended amendment to the FY88 adopted Growth Policy, the Final Draft Silver Spring Sector Plan amendment, and the proposed legislation establishing a Transportation Management District.]
- [[6. On October 1, 5, 19, and 27, 1987 and November 3, 1987, the Council conducted worksessions on the recommended amendment to the FY88 Annual Growth Policy, the Final Draft Silver Spring Sector Plan Amendment, and the proposed legislation establishing a Transportation Management District, at which time careful consideration was given to the public hearing testimony, recommended revisions by the Montgomery County Planning Board, and the comments and concerns of interested parties.]]
- [[7. In reaching its conclusion as to the appropriate staging ceiling that could be supported by public transportation facilities in the Group VI Policy Area and vicinity, the Council considered traffic impact analyses, including cordon average methodology, area average level of service approach, adjacent intersection review, various traffic directional distributions, citizen observations, and the personal observations of Councilmembers. This judgment also involved consideration of possible road and intersection improvements, neighborhood traffic circulation plans, proposed efforts to protect the safety of pedestrians, existing and projected levels of service and reasonably certain mass transit improvements, such as the extension of Metrorail to Wheaton within the next three years.]]
- [[8. The Council also considered the estimated effect of the proposed transportation management district and the reasonableness of the proposed commuting goals. The Council reviewed the experience of other jurisdictions in implementing transportation management districts, current modal split levels at Silver Spring and other Central Business Districts with Metrorail stations, Silver Spring bus service, and current County efforts to encourage mass transit usage, ridesharing, and other transportation system management measures.]]
- [[9. The Council concludes that achievement of the commuting goals specified in the Annual Growth Policy requires both implementation of the Transportation Management District and a constrained parking policy in the Central Business District. Traffic mitigation agreements with developers and traffic mitigation plans submitted by employers should reduce the number of peak period single occupancy vehicle trips in the Central Business District. A numerical target number of maximum total long term parking spaces to be provided is established to implement the constrained parking policy and thereby encourage transit usage, ridesharing, and other transportation system management measures.]]

- [[10. The Council concludes that a reasonable and substantial technical basis exists for its traffic and other transportation related determinations. The transportation capacity estimates of the County Executive and the Planning Board_are, however, tempered_by_legislative_caution_relating_to_the_________ effectiveness of the Transportation Management District, constrained parking policies, [and] potential capital improvements, and an acceptable level of service.]]
- [[11. The staging ceilings will allow reasonable and economically viable development during the interim period. They will substantially advance County land-use objectives as set forth in the Silver Spring Central Business District Sector Plan, as amended, and correlate available transportation capacity to those objectives.]]

ACTION

The County Council for Montgomery County, Maryland, adopts the background statement and approves the following Resolution:

The County Executive's recommended Amendment to the FY88 Annual Growth Policy has been received and significantly amended by the County Council, so that the following constitutes the entire Annual Growth Policy for FY88 as amended:

I. Guidelines for the Administration of the Adequate Public Facilities Ordinance:

The Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k), directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities.

The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted administratively by the Planning Board to the extent that these guidelines conflict with previous ones. They also supersede those provisions of the Adequate Public Facilities Ordinance which were specified to apply only until the County Council had approved an Annual Growth Policy.

The Council accepts the definitions of terms and the assignment of values to key measurement variables which were used by the Planning Board and its staff, and accepted by the Executive, in developing the recommended Annual Growth Policy. The Council delegates to the Planning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board is directed to request and consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

Subdivision applications may be subject to two different types of test. One is called the Policy Area Review. The other is called the Local Area Review.

The Policy Area Review divides the County into policy areas. These are geographic areas for which the adequacy of public facilities is addressed on an area-wide basis, as follows:

With regard to transportation, a staging ceiling may be established for each policy area.

With regard to school facilities, a legislative determination will be made whether the school facilities for each policy area are adequate.

The staging ceiling for a policy area is defined as the maximum amount of land development that can be accommodated by the existing and programmed public facilities serving the area, at an assigned level of service standard. The legislative directive concerning school policy areas reflects a determination whether additional development can be accommodated by the schools. The policy area staging ceilings and directives approved in this annual growth policy are to remain in effect throughout FY 88 unless amended subsequently by the County Council after public hearing.

Except for special circumstances which are described below (see discussions of "Ceiling Flexibility"), if a proposed subdivision is in a geographic policy area for which previously approved development (pipeline) exceeds the staging ceiling, or for which a negative school facility directive exists, then the Planning Board must find the public facilities to be inadequate.

The purpose of the policy area review method for transportation facilities is to place the individual subdivision within the context of a comprehensive, countywide assessment, which takes account of, and properly allows for, the upstream and downstream traffic impacts of development in various geographic areas. Similarly, the purpose of the policy area directives concerning school facilities is to reflect the ability of the public school system to accommodate students from new development.

The policy area ceilings and directives described in this AGP are based on the public facilities in the Adopted FYs 88-93 Capital Improvements Program and the Maryland Department of Transportation FY 88-92 Consolidated Transportation Program. These ceilings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during work sessions by the County Council. Approval of the ceilings and directives reflects a legislative judgment that, all things considered, these staging ceilings and procedures constitute a reasonable, appropriate, and desirable set of interim growth limits, which are properly related to the ability of the County to program and construct facilities necessary to accommodate growth.

These guidelines are not intended to be used as a means for government to avoid its responsibility to provide adequate public facilities. Alternatives may be available for developers who wish to proceed_in_advance_of_the_adopted_public_facilities_program, through the provision of additional public facility capacity beyond that contained in the adopted Capital Improvements Program, or through other measures which accomplish an equivalent effect.

The administration of the Adequate Public Facilities ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than APF guidelines, the guidelines in the adopted master plan or sector plan shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Bethesda Sector Plan, the Friendship Heights Sector Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, the Nicholson Lane Sector Plan and the Shady Grove West portion of the Gaithersburg Vicinity Master Plan. The ceiling in the Potomac Policy Area is set at the zoning ceiling based on the policy in the Potomac Master Plan. The ceiling in all Group I areas is set at the zoning ceiling subject to guidelines for local area review and guidelines for water and sewerage facilities. The ceiling in the Fairland/White Oak Policy Area also is set at a level that reflects the policy of the Eastern Montgomery County Master Plan (see further description below).

A. Guidelines for Transportation Facilities

(1) Policy Area Review

(a) Establishment of Staging Ceilings

For the purposes of transportation analysis, the County has been divided into 246 areas called traffic zones. Based upon their transportation characteristics, these areas are grouped into Transportation Policy Areas. In many cases, Transportation Policy Areas have boundaries that are the same as Planning Area boundaries.

Map I shows the policy areas, and generally the acceptable "Level of Service" standard assigned to each of them. These levels of service standards represent a statistical average over the whole policy area. They are used in the calculations in the traffic simulation model described below. In general, the level of service standards posted for each policy area are based on a policy that it is appropriate to permit greater congestion to occur in areas in which greater transit availability provides an alternative mode of travel for many travelers in the area. (See Chart 1)

Through the use of a computerized traffic simulation model, the Planning staff has computed a balanced relationship between a programmed set of transportation facilities and a geographical pattern of jobs and housing units. Policy area ceilings have been established through a process which assigns a hypothetical future land use pattern (i.e., jobs, and housing units derived from interim market projections) to the County, and tests its traffic impact through the use of this model. Through a process of repetitive trial and error, this land use pattern has been modified so that it produces a traffic volume and distribution that is equivalent to the average level of service standards for each policy area. The ceilings established by this method are shown in Table 1.

The ceiling in the Fairland/White Oak policy area is set at the D average level of service, notwithstanding its Group II status. This reflects the policy decision in the Eastern Montgomery County Master Plan that housing density, reduced for environmental reasons near the high-quality Paint Branch tributaries, should be increased in the U.S. 29 corridor where it can be better served by transit, and that, as the number of jobs and housing in this corridor increases, transit service can be increased to adequately serve the transportation needs of this density.

The traffic simulation model takes into account all existing and approved development and all eligible programmed transportation CIP projects. For these purposes, "approved development" includes all approved preliminary plans of subdivision. "Eligible programmed transportation CIP projects" include all County CIP and State Transportation Program projects for which 100% of the construction expenditures are scheduled within the first four years of the County CIP.

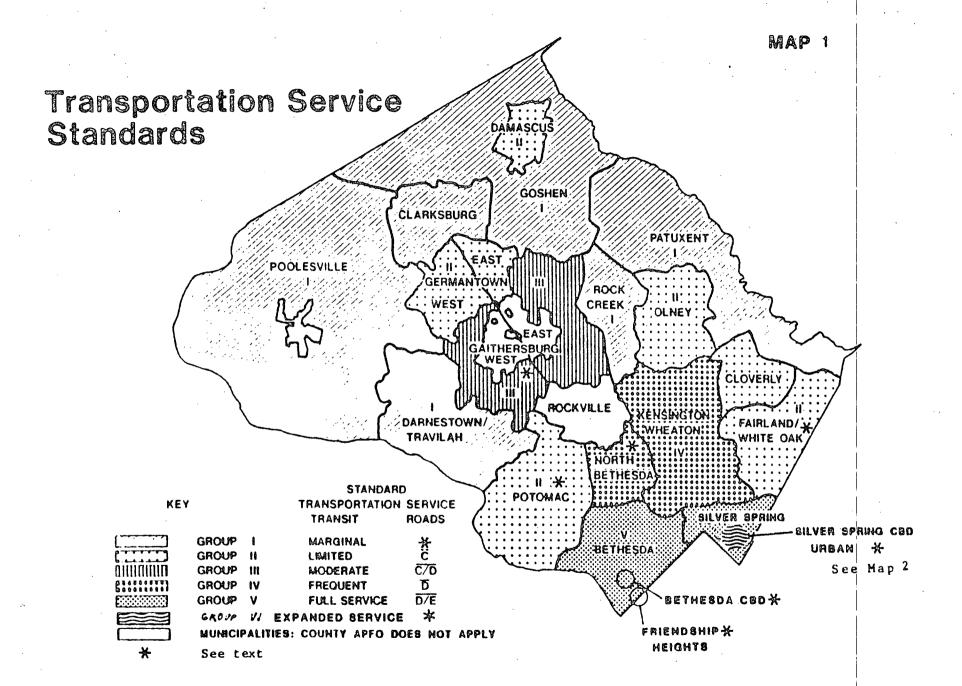


Chart 1
Relationships Between Transit Availability and Roadway Level of Service Standards

ROADWAY	TRANSIT						
Assigned Average Level of Service Standards*	Group Classi- fications Based on Public Transportation Alternatives to Automobile Travel	Park • 'n' • Ride Serviced Areas	Regional Bus, Commuter Rail and Park-'n' Ride Lots	Limited Metrorail in Area and Bus Feeder System	Metrorail, feeder Bus, Community Bus, Kiss-'n'-Ride	Metrorail, Concentrated feeder and Community Bus, Kiss-'n'-Ride, Easier Walk Access	Controlled Parking, CBO Area, Hin, 100 PM Peak Hour Buses, Paid Park., No Uncontrolled Parking
•	I - Marginal	x					
c ·	II - Limited	x	x				
c/o	III - Moderate	x	x	x			
D	IV - Frequent	×	x	x	· x		
D/E	V - Full Service	x	x	X	x	x	
<u>•</u>	VI -Expanded Servi	ce X	X	Ā	<u>x</u>	X	¥

^{*} See Text for Method and Standard of Measuring Traffic

Access PA area must have all the characteristics of a Group V area. In addition, the area must include a designated Central Business District which contains a Parking District; the total supply of commuter parking must be controlled by public action; and the area must be served by a minimum of 100 buses in the PM peak hour.

Table 1

APF Transportation Ceilings (January 1986 Base)

Policy Area ²	Jobs	Housing ⁴ <u>Units</u>
Bethesda	19,906	4,083
Cloverly_	693	(290)
Damascus ⁵	854 [(1,385)]	(565)
Fairland/White Oak	7, 000	6,500
Gaithersburg East	18,488	11,239
Gaithersburg West	22,965	8,188
Germantown East	4,244	287
Germantown West	6,906	3,920
Kensington/Wheaton	12,208	6,694
North Bethesda	14,499	2,940
Olney	1,687	3,900
Potomac	3,371	3,925
Silver Spring/Takoma Park	17,037	2,127

- The ceilings indicate the number of jobs and housing units in addition to those already in place or with construction complete as of January 1, 1986, which can be accommodated within the Roadway Level of Service established for each priority area.
- Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.
- 3 See Text for Administrative Guideline
- In any policy area with insufficient net remaining capacity, the ceiling is amended by 125 or 250 housing units for affordable housing developments, up to a maximum of 750 countywide. See AGP text for specific guidelines.
- The Damascus ceiling is based on the January 1987 base because it is no longer possible to replicate the model which produced the original ceiling numbers adopted June 30, 1987.

Table 2

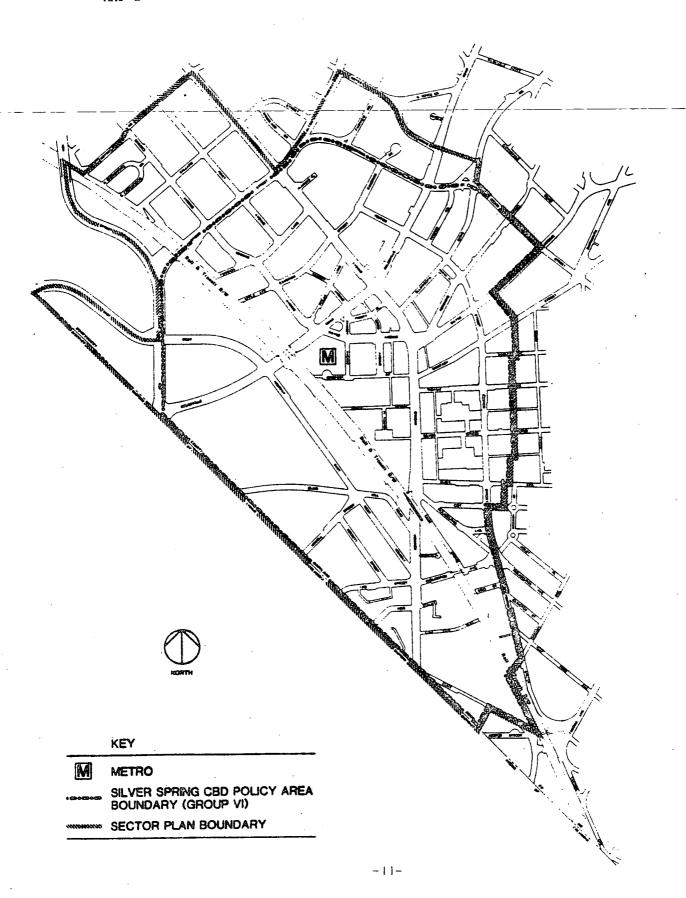
Capacity Remaining Under Transportation Ceilings
As of March 31, 1987

(January 1986 Base)

		JOBS			HOUSING UN	ITS ⁵
Policy Area	Jobs <u>Ceiling</u> ²	Pipeline ³	Remaining Capacity ⁴	Housing Units <u>Ceiling</u> 2	Pipeline ³	Remaining Capacity ⁴
Bethesda Cloverly Damascus Damascus Fairland/White Oak Gaithersburg East Gaithersburg West Germantown East Germantown West Kensington/Wheaton North Bethesda Olney Potomac	19,906 693 854 (1,385) 7,000 18,488 22,965 4,244 6,906 12,208 14,499 1,687 3,371	18,150 193 246 247 11,171 20,130 19,360 5,465 6,481 4,039 15,776 1,229 904	1,756 500 608 (1,632) (4,171) (1,642) 3,605 (1,221) 425 8,169 (1,277) 458 2,467	4,083 (290) (565) (565) 6,500 11,239 8,188 2,878 3,920 6,694 2,940 3,900 3,925	1,319 1,190 709 709 7,808 8,024 5,342 1,860 5,780 5,973 3,210 3,627 2,666	2,764 (1,480) (1,274) (1,274)] (1,308) 3,215 2,846 (1,573) (1,860) 721 (270) 273
Silver Spring/Takoma		12,274	4,763	2,127	2,000 510	1,259 1,617

- The ceilings indicate the number of jobs and housing units, in addition to those already in place or with construction complete as of January 1, 1986, which can be accommodated within the Roadway Level of Service established for each priority area.
- Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.
- Total number of jobs or housing units in subdivisions approved up to March 31, 1987. This total includes building completions between January 1, 1986 and March 31, 1987.
- 4 Ceiling minus pipeline.
- In any policy area with insufficient net remaining capacity, the ceiling is amended by 125/250 housing units for affordable housing projects, up to a maximum of 750 countywide. See AGP text for specific guidelines.
- The Damascus ceiling is based on the January 1987 base because it is no longer possible to replicate the model which produced the original ceiling numbers adopted June 30, 1987.

MAP 2 SILVER SPRING POLICY AREA BOUNDARY



The Silver Spring CBD is established as a separate Group VI Policy Area as categorized on Map 1 and Chart 1. The Boundaries of the new policy area are shown on Map 2.

The job and housing ceilings for this Group VI Policy Area must meet the following administrative guidelines:

all traffic limitations are derived from the heaviest traffic demand period, in Silver Spring's case, the p.m. peak hour outbound traffic;

the average level of service for the surrounding Silver Spring/Takoma Park Policy Area must not be worse than the adopted standard of D/E;

the outbound traffic, including both local CBD traffic and through traffic, must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles;

the Planning Board and the Department of Transportation will implement Transportation Systems Management for the Silver Spring CBD; the goal of this program will be to achieve the commuting goals for transit use and auto occupancy rates set out below;

the County Government, through the Silver Spring Parking District, will constrain the amount of public and private long term parking spaces.

For the FY88 Annual Growth Policy, a net remaining jobs capacity ceiling of 10,750, of which at least 2,000 must be retail, and 250 are reserved for standard method projects, and a net remaining housing capacity of 3,000 dwelling units meet these administrative guidelines. The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these ceilings are as follows:

Parking constraint

maximum of 17,500 public and private long term spaces when all non-residential development is built; (this maximum assumes a peak accumulation factor of .9, which requires verification in Silver Spring and may be subject to revision). Interim long term parking constraints will be imposed in accordance with the amount of interim development. Long-term public parking spaces will be priced to reflect the market value of constrained parking spaces.

Commuting goals

for employers with 25 or more employees, 25% mass transit use and auto occupancy rates of 1.3 persons per vehicle;

for new non-residential development, 30% mass transit use and auto occupancy rates of 1.3 persons per vehicle.

To achieve these goals it will be necessary to require developers of new development to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans as set forth in the Transportation Systems Management legislation (Bill #24-87).

Each Annual Growth Policy will reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersections (as defined in the report of October 5, 1987). The Annual Growth Policy, must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for non-residential standard method projects may be approved for development or additions of not more than 5,000 square feet of gross floor area. (If, for a particular use, the addition of five peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.)

Planning staff shall keep a record of all previously approved preliminary plans and other data about the status of development projects, and continuously update the pipeline number of approved preliminary plans at frequent intervals, thus constantly keeping in view, and presenting to the Planning Board, the amount of capacity still available under the adopted ceiling at any given time. When the subdivision pipeline has risen to meet the ceiling, no more subdivisions shall be approved by the Planning Board in that policy area, except under certain special circumstances, which are outlined below. Table 2 shows the net capacity remaining as of March 31, 1987.)

(b) Special Ceiling Allocation for Low and Moderate Income Housing.

The County's policy of balancing growth in each policy area with the supply of public facilities, set forth in the Adequate Public Facilities Ordinance and implemented through the Annual Growth Policy, has the effect of preventing the accomplishment of another important County policy, i.e., the provision of a balanced housing supply, with emphasis on the availability of affordable housing for low and moderate income families. To encourage the provision of a housing supply which fosters the availability of affordable housing for low and moderate income families, the Planning Board may approve affordable housing subdivision applications in any policy area with insufficient net remaining capacity, according to the following guidelines:

- An affordable housing development is defined as a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or, a privately-owned housing development in which 20% of the units are occupied by households at or below 50% of the area median, adjusted for family size, or 40% of the units are occupied by households at or below 60% of the area median, adjusted for family size. Such a development must be certified by HOC as having met the definition of affordable housing and the owner of such development must enter an agreement with HOC to maintain the occupancy requirements for a period of at least 15 years.
- 2.) For projects owned or controlled by HOC, the Planning Board may approve affordable housing developments which include up to 125 units in a policy area with insufficient net remaining capacity.
- 3.) For privately owned affordable housing developments, the Planning Board may approve projects which include up to 250 units in a policy area with insufficient net remaining capacity.
- 4.) Countywide, no more than 750 units may be approved under this staging ceiling amendment in FY 88.

- 5.) Affordable housing developments approved under this increase in the staging ceiling must meet the standards of Local Area Review. (See Section 2., Local Area Review, below).
- 6.) Developments approved under this provision will be added to the pipeline of development.

(c)[(b)] Staging Ceiling Flexibility

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the level of service is not adversely affected to a serious degree.

In general, such approval above the staging ceiling shall be conditioned upon the planned and scheduled construction by either the applicant and/or the government, of some public facility projects, or other appropriate capacity measures, (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service. The capacity addition must be scheduled for completion at the same time or before the proposed development is to be completed. The application must also be approved under Local Area Review standards.

The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also will be evaluated carefully. In cases where the applicant agrees to pay for all necessary facilities, and the relevant administering agency has agreed, there normally will be no other constraint, provided that the project is in accordance with an adopted master plan or other relevant policy statement and project design is subject to mandatory referral.

Where the applicant commits to provide a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of

peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary plan has been approved on this basis, later applications may be credited-for reduced-trips-only-to-the-extent that the new proposal will provide additional reductions sufficient to accommodate all the trips generated by the new proposal.

The traffic mitigation measures of the Transportation Management District having been relied upon to establish the ceilings for the Group VI Policy Area in Silver Spring, further staging ceiling flexibility is not available in that policy area.

The approval of preliminary plans which add only a few vehicle trips will be considered on a case-by-case basis by the Planning Board. In general, in policy areas with no ceiling balance (i.e., no remaining capacity), all land at one location for which zoning or other constraints permit no more than ten trips in total may receive approval of up to five trips. Non-residential plans submitted for the purpose of expanding structures which were completed prior to 1982 may receive approval for additional development which add no more than five trips. (The term, "all land at one location," means all land that would be included in a determination of whether a project is a "significantly sized project" under the Planning Board's guidelines for Local Area Transportation Review outlined in the Appendix of the Executive Draft Annual Growth Policy.)

[The Planning Board may approve annually, in each policy area, a number of affordable housing units even though the approval exceeds the available capacity up to the following limits: (1) 125 housing units in housing developments which are owned by the Housing Opportunities Commission or by a partnership in which the Housing Opportunites Commission is a general partner, or (2) 250 housing units in a privately owned housing development in which 25% of the units are occupied by households at or below 60% of the area median income, adjusted for family size. Such a development must be certified by HOC as having met the definition of affordable housing and the owner of such development must enter an agreement with HOC to maintain the occupancy requirements for a period of at Teast 15 years.

Subdivision applications under the above provision must pass the Local Area Review Test in order to receive approval.

(d)[(c)] Amendment of Policy Ceilings

From time to time, these staging ceilings may be amended by the Montgomery County Council, after public hearing, to reflect changing conditions such as additions to the Capital Improvements Programs or the State's Consolidated Transportation Program, changing patterns of public facility usage, revised levels of public service, and other relevant criteria. The effect of the various traffic alleviation measures approved under the 1986 Interim Growth Policy (i.e., short-term traffic alleviation measures) has not been included in the development of the Policy Area ceilings. If measurable results become evident, consideration could be given to revision of the ceilings.

Policy Area ceilings may also be amended by the County Council to resolve public policy conflicts and to accomplish a particular public policy objective.

(e)[(d)] General Application and Review Procedures for Transportation

For administrative purposes it is necessary to establish an application date for each subdivision on which to fix the size of the pipeline of previously approved preliminary plans. This date shall be established according to Rules of Procedures adopted by the Planning Board. The pipeline figure as of that date (i.e., the development possible from all previously approved preliminary plans which have not yet been built) shall be subtracted from the adopted transportation staging ceiling to determine the remaining capacity available for that subdivision. The following are the three basic situations that could result:

Transportation staging ceiling minus pipeline equals a negative number. This means that there is no staging ceiling available, and that staff would recommend disapproval of the plan if it were presented to the Planning Board (unless the applicant, working with the County Executive, proposes an improvement to create additional capacity -- see "Staging Ceiling Flexibility"). In cases where no staging ceiling capacity is available, a waiting list of preliminary plans will be established. Once additional staging ceiling capacity becomes available, the applicants on the waiting list will have the proposed development placed on a regular Planning Board Agenda for action by the Board in the order of their application dates.

Transportation staging ceiling minus pipeline equals a positive number, and there is a waiting list that was previously established during a period of no staging ceiling capacity. In this case, the new application would be placed at the end of the waiting list.

Transportation staging ceiling minus pipeline equals a positive number, and there is no waiting list. In this case, the positive staging ceiling number is the amount of staging ceiling capacity available for the new application. If the new application requests more than the available staging ceiling, it may be partially approved, and the remainder will be first in line on awaiting list. Plans that were previously partially approved under old guidelines are on a waiting list under these new guidelines. In all cases, plans approvable on the basis of ceiling capacity will still be subject to Local Area Transportation Review.

(2) Local Area Review (LAR)

The traffic simulation model used for Policy Area Review addresses the average level of traffic in the policy area. If this were the only test, an area with acceptable average level of service could have one or more intersections, or roadway links, with unacceptably poor levels of service. It is necessary, therefore, that a local area test be applied to assure that new development is not allowed to cause such congestion.

Local Area Review shall, at all times, be consistent with the standards and staging mechanisms of adopted master plans and sector plans. In the Potomac Policy Area, only the area contributing traffic to the intersection of Montrose Road and Seven Locks Road will be subject to Local Area Review.

In the area designated as the Silver Spring CBD Policy Area, the Planning Board, in consultation with the Department of Transportation, will prepare performance evaluation criteria for its Local Area Review. These criteria will be used to accomplish: (1) safety for pedestrians and vehicles; (2) access to buildings and sites; and (3) traffic flow within the vicinity, at levels which are tolerable in an urban situation. The County Executive will publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program will list those actions to be taken by government to maintain traffic flow at tolerable levels in the Silver Spring CBD, and protect the surrounding residential area.

Local Area Review must be undertaken for subdivisions which would generate more than 50 peak hour automobile trips in [either of] the following circumstances:

For the policy area, total approved development is within 5% of the policy area ceiling; or

For the local area, the proposed development is located near a congested area[.]; or

For the local area, when an affordable housing development is proposed under the "Special Ceiling Allocation for Low and Moderate Income Housing" section above.

In administering the Local Area Review (LAR), the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of service will result after taking into account existing roads, programmed roads, available or programmed mass transportation, and improvements to be provided by the applicant. If the subdivision will affect an intersection, or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if it does not make the situation worse.

The mid-point of Level of Service E is presumed to be the condition under which a roadway intersection or link is operating at maximum capacity. Critical Lane Volumes or Link Level of Service higher than the mid-point of LOS E are deemed to reduce the overall efficiency of the road network. A peak hour level of service below the midpoint of LOS E is unacceptable for Local Area Review. In Group I Areas, Level of Service below Level of Service D is unacceptable for Local Area Review.

The nature of the LAR test is such that a traffic study is necessary if local congestion is likely to occur. The Planning Board and staff will examine the applicant's traffic study to determine whether adjustments are necessary to assure that the traffic study is a reasonable and appropriate reflection of the traffic impact of the proposed subdivision after taking into account all approved development and programmed transportation projects.

For Local Area Review purposes, the programmed transportation projects to be considered are those included in the most recent edition of the County Executive's Approved Road Program (ARP). The Approved Road Program shall include only roads programmed in the current adopted capital improvements program and the Maryland consolidated transportation program for which:

- (1) The County Executive has determined that construction will begin within two years of the effective date of the approved road program; and
- (2) In the case of the County CIP, 100% of the expenditure for contracts, have been appropriated.

For these purposes, roads required under Section 302 of the Charter to be authorized by law are not to be considered programmed until the time for petition to referendum has expired without a valid petition, or the authorizing law has been approved by referendum.

The Planning Board has adopted guidelines for the administration of Local Area Review. To the extent that they are consistent with these legislative guidelines, the Planning Board guidelines may continue to apply or to be amended as the Planning Board deems it necessary to do so.

In its administration of Local Area Review, the Planning Board shall give careful consideration to the recommendations of the County Executive concerning the applicant's traffic study and proposed improvements or any other aspect of the LAR.

- B. Guidelines for Public School Facilities
 - (1) Based on a determination that under all proposed tests for Adequacy of School Facilities, including numerical measures, levels of measurement and geographic grouping, adequate school capacity exists for APFO purposes, the Montgomery County Council declares school capacity for school year 1991 to be adequate for anticipated growth during FY 88.
 - (2) The Planning Board, in its approval of preliminary plans of subdivisions, shall consider schools to be adequate for Fiscal Year 1988.
- C. Guidelines for Water and Sewerage Facilities

In accordance with the language of the Adequate Public Facilities Ordinance itself, both for policy areas with a staging ceiling and in those without one, applications will be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, or is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan, (i.e., categories I, II and III) or if the applicant either provides a community water and/or sewerage system or meets health department requirements for septic and/or well systems, as outlined in the Adequate Public Facilities Ordinance. These requirements are determined

either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining a satisfactory percolation test from the County Health Department. Applications will only be accepted for further planning staff and Board consideration if they present evidence of meeting the appropriate requirements.

D. Guidelines for Police, Fire and Health Services

The Planning Board and staff will consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence to believe that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the adopted Capital Improvements Program and Operating Budgets of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision Review Committee clearinghouse, or through public commentary or planning staff consideration, a Local Area Review shall be undertaken. Such review shall seek a written opinion from the relevant agency, and will require, if necessary, additional data from the applicant, to facilitate the completion of the planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the adopted CIP shall be compared to the demand generated by the "most probable" forecast for the same year prepared by the Montgomery County Planning Department.

E. Guidelines for Resubdivisions

Applications to amend a previously approved preliminary plan of subdivision shall not require a new test for adequacy of public facilities in the following instances:

Revisions to a preliminary plan which has not been recorded, provided that the preliminary plan has not expired and the number of trips which will be produced by the revised plan is not greater than the trips produced by the original plan.

Resubdivision of a recorded lot involving the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or one percent of the combined area, whichever is greater) between owners of adjoining properties for the purpose of small adjustments in boundaries.

Resubdivision of a recorded lot involving more than 2,000 square feet or one percent of the lot area provided that less than three years have passed since preliminary plan approval; or if construction has begun on any portion of the preliminary plan, less than five years have passed since preliminary plan approval: or, if construction of an APF related road improvement required as a condition of the original preliminary plan is proceeding as scheduled, less than 10 years have passed since

preliminary plan approval. In addition to meeting the requirements above, the number of trips which will be produced by the revised plan shall not be greater than the trips in the original plan.

_II.__Process_for_Amending_Annual_Growth_Policy___

Chapter 33A, Division 2, of the Montgomery County Code provides that "the County Council may adopt a subsequent resolution, after public hearing, to amend the annual growth policy." The amendment process should be reserved for situations in which a need arises to resolve broad policy issues without waiting for the annual cycle of revision. In such cases, the process should follow a format similar to the one provided for the annual revision process under Chapter 33A, consisting of the following steps:

- (1) A request for amendment must be made in writing to the Planning Board.
- (2) The Planning Board may, in response to such request or on its own initiative, prepare an amendment. The amendment must be accompanied by a statement of the severity of the problem addressed, the nature of the conflict in public policies which is involved, and approaches for resolving the conflict, including any specific recommendations. In cases where the Council or Executive requests an amendment which the Planning Board does not support, the Board must prepare a draft which complies with the original request, in addition to its own recommendations.
- (3) The Planning Board's amendment must be submitted to the County Executive, who may make revisions in the form of specific additions or deletions, and who must then recommend an amendment to the County Council.
- (4) After public hearing by the County Council, the Council may approve, approve with revisions, or disapprove, the amendment recommended by the Executive.
- (5) The Planning Board's amendment must be forwarded to the County Executive not more than forty-five days after receipt of a written request from the Executive or Council. The Executive's recommended amendment must be forwarded to the County Council not more than thirty days after receipt of the Planning Board's amendment. The Council should act on the recommended amendment not more than 45 days after the closing of the public hearing record.

III. Issues to be Addressed During Next Fiscal Year

In adopting the FY 1988 Annual Growth Policy, the Council recognizes that not all aspects of a comprehensive approach to growth policy can be dealt with in depth during the inaugural year of this new process. To ensure that the policy making process continues to be developed and refined, the following matters are to be dealt with further during FY 88.

1. Methodology for Schools Test

The County Council intends to establish a Task Force to recommend the best alternative, or combination of alternatives for determining school capacity in the Adequacy Public Facilities Ordinance. This Task Force will consist of the following personnel: County Council President, or a designated representative; the Chair of the Council Education Committee; County Executive, or a designated representative; Chair, Park and Planning Commission, or a designated representative; and the President of the Board of Education, or a designated representative.

The Task Force shall finalize its recommendations [by September 15, 1987,] so that they can be included in the Montgomery County Planning Board Staff Draft of the Fiscal Year 1989 Annual Growth Policy.

2. APF Test at Building Permit

The County Executive presented the position in the recommended growth policy report that a more efficient means could be found to link actual new road and school capacity to actual demand for that capacity. The Executive suggested a means for doing this by applying the Adequate Public Facility Ordinance test at time of the issuance of building permit rather than that at subdivision approval as is now the case. To address the recommendation a Committee was co-sponsored by the Council and the Executive. [The Committee is expected to make its final report to the Council on August 4, 1987.]

Affordable Housing*

The Annual Growth Policy which, by definition, has as its objective selective control of growth, including residential development, is inconsistent with another long-standing policy and commitment to providing an adequate supply of housing for low and moderate income families.

^{*} The Planning Board's Final Draft deletes this section. The Executive's Recommended Amendment leaves the language intact.

This conflict should be recognized and efforts made in the future to continue to work for a balanced stock of affordable housing.

4. Damascus Revitalization

Executive and Planning Board staff should develop a high priority joint work program to complete the additional technical study needed to resolve the conflict of policies in Damascus over the need for commercial revitalization and the lack of traffic capacity to support additional commercial development.

In the short term the County Executive should work with developers to encourage their participation in the funding of Highway A-12 so that its construction schedule can be accelerated. As a long term measure the Damascus Mater Plan should be amended to address road network and land use issues.

5. Recommended FY 89 Draft Annual Growth Policy

The Council requests that the Planning Board's Draft Annual Growth Policy for FY 1989 include analyses and recommendation, to the maximum depth possible within the constraints of time and resources, with regard to the following matters:

(a) Policies, Standards and Methods

Standards of highway service. The growth policy needs to be based on a highly understandable presentation of the real-life meaning of each service level (amount of delay, resulting intrusion of traffic into residential neighborhoods, etc.), and on a refined basis for setting a standard of service for each policy area (amount of transit service, density of development, etc.).

Degree to which transit relieves traffic congestion, and how any benefits resulting from transit should be allocated. There should be an in-depth evaluation of the extent to which expenditures on transit and alternative transportation can relieve peak-period automotive congestion; to the extent that such relief is found to be a reality, there should be recommendations on how far the resulting benefit should be reaped in the form of improved traffic flow, and how far in the form of increased traffic-generating development.

(b) Housing, Jobs and Fiscal Relationships

The methods and criteria employed in apportioning available development capacity between residential and non-residential development should be explained in full, and any potential revisions worth consideration in the apportionments for individual Policy Areas should be identified.

The fiscal benefits and costs of new non-residential and related residential development on County and State revenues and expenditures should be measured with sufficient detail so that policymakers will know the fiscal consequences of a given rate of development.

This is a correct copy of Council action.

Kathleen A. Freedman, CMC Secretary of the Council

Proposed Affordable Housing

Amendment to Annual Growth Policy:

Supporting Statement

A. Montgomery County's Balanced Housing Policy Is In Conflict With The Annual Growth Policy

1. The Policy Conflict

The FY88 Annual Growth Policy (AGP) adopted by the County Council provides that in the event of a broad policy conflict, the AGP can be amended. In adopting the AGP, the County Council specifically acknowledged that the Growth Policy, by definition, "... is inconsistent with another long-standing policy and commitment to providing an adequate supply of housing for low and moderate income families." (FY88 Annual Growth Policy, Resolution No. 11-364, p. 19).

The primary objective of the Annual Growth Policy is to control growth so that private development does not occur ahead of the County's ability to provide public facilities. The practical impact of this objective is that six out of thirteen policy areas are closed to all residential development. This includes publicly-sponsored or publicly-funded developments available to low and moderate income households. In addition, AGP constraints have resulted in rapidly escalating land prices in areas that remain open. Developable land is scarce and competition to control these sites is fierce. Higher land prices mean higher-priced housing. In effect, the AGP either directly or indirectly precludes the development of affordable housing. Undeniably, this impact directly conflicts with the County's policy to stimulate production of a balanced housing supply. (Housing Policy for Montgomery County, Maryland In The 1980's, Adopted by the County Executive and the County Council, October 1981).

2. The Need For A Balanced Housing Supply

The cost of housing in Montgomery County is phenomenal. Median rents in the County exceed the nation's median rent by 50% and the median purchase price of a single family home is 37% greater than that of the nation. These high prices are driven primarily by a constant demand for higher-priced, quality housing from the area's large professional population.

However, the County's local economy depends upon a strong supply of entry level and semi-professional workers. Yet people who make \$25,000 or less have limited housing choices in Montgomery County. Many have left the County in search of affordable housing. If the County does not ensure a supply of affordable housing for these low and moderate income people -- clerical workers, computer programmers, teachers, policemen, waitresses --

Montgomery County could face problems of economic decline rather than economic growth.

A balanced supply of housing is also necessary to ensure that families, as they grow and change, can continue to reside in Montgomery County. Many young adults who have grown up in Montgomery County are forced to move to another, more affordable jurisdiction to start their families. Long-time older residents find that as they age and are on fixed incomes, they can no longer afford to live here.

Although Montgomery County does not have a large poverty population, relative to other jurisdictions, the County is home to a significant number of very low income households which are in desperate need of housing. The Housing Opportunities Commission currently has over 7,000 households on its waiting list, 40% of which have incomes below the poverty level. The poverty level for a four person family is \$11,200. Another striking statistic is that 20% of all renters in Montgomery County pay 35% or more of income towards rent. (30% is considered the maximum affordability ratio). This represents 13,319 households, 77% of which have incomes below \$15,000. The County's housing supply should, at the very least, respond to the needs of these very low income citizens.

3. Use Of Available Subsidies

In a market like Montgomery County, it is extremely difficult to build affordable housing without some form of subsidy. Admittedly, subsidies are scarce. Under the Reagan Administration, the federal housing budget has been reduced by 70%. The only significant federal support is in the form of tax incentives which are difficult to use and are limited by annual caps. At the state and local level, there is a wide panoply of housing programs, all of which are under-funded. However, these programs, when creatively linked with the federal tax incentives, can result in the production of housing units.

The point is that subsidies are scarce but they do exist. To the extent subsidies exist, Montgomery County should maximize their use. However, the Annual Growth Policy currently restricts the County's ability to fully use available subsidies. The Housing Opportunities Commission has been approached by several developers interested in tax exempt financing and the federal tax credit program but who have sites restricted by the APFO.

B. <u>HOC's Proposed Amendment Will Encourage Development Of Affordable Housing Within Reasonable Limits</u>

1. The Proposed Amendment

In developing a proposed amendment, HOC attempted to balance competing interests. The final proposal represents a series of revisions and compromises which were made after consulting with numerous parties involved

in the development process. HOC believes that the proposal is simple to administer, will result in actual benefits to the community but will have minimal adverse impact on the interests of local citizens and private developers.

Under the proposed amendment, the Planning Board can allocate development capacity, in excess of the ceilings, to HOC or private developers who provide at least 20% of their units to low income families. The Board's ability to provide special allocations applies to both open and closed policy areas. On an annual basis and per policy area, the Board can approve up to 125 housing units for HOC developments or 175 units for privately-owned developments. Developments which receive a special allocation will still be subject to local area review and the capacity allocated will be deducted from the ceiling at the time units are occupied. The Planning Board, in its own discretion, may approve a special allocation of capacity in excess of 125 or 175 units by using some or all of the next year's allocation.

2. Benefits

The proposed affordable housing amendment will result in the following tangible benefits for Montgomery County:

(a) HOC Developments:

When presented with the opportunity to use federal, state, or local funds, HOC or other housing sponsors will be able to maximize available subsidies notwithstanding AGP restrictions. In addition, low income housing sponsors will have the certainty of knowing whether a particular project can go forward given the applicable ceilings. This knowledge is extremely important in planning a development that will rely on a complex web of public subsidies and governmental programs.

(b) Private Sector Participation:

The private sector will have an incentive to participate in the development of affordable housing. In a closed area, a developer can proceed with his project rather than waiting several years for the area to open up. In an open area, especially areas with limited capacity, a developer may be willing to include low income units in his/her project in return for the certainty of a sufficient supply of development capacity at the time of subdivision review. Private sector involvement will ultimately produce more affordable housing units.

(c) Use of Available Subsidies:

In order to produce developments with low income housing units, private developers will consider the use of tax-exempt financing available either through HOC or the State. This ensures

a fuller use of available federal subsidies and will generate additional revenue for HOC and the State to use in funding other housing programs.

(d) County-Wide Developments:

The availability of a special allocation of capacity in <u>all</u> policy areas will encourage the development of low income housing throughout the County rather than concentrating such developments in particular areas.

3. Limited Impact

In prior efforts to seek special consideration for low income housing in the Annual Growth Policy, various concerns were raised regarding the impact on local citizens concerned about traffic and schools as well as private developers who have been waiting in line for available capacity. Certainly, the development of affordable housing, just like any other residential development, creates an additional burden on traffic and schools. In addition, developers who have been waiting in line for capacity could perceive special treatment for low income housing development as unfair. HOC believes, however, that the need for affordable housing is so great that, within certain limits, it overrides these other concerns. The following limits included in HOC's proposal will adequately protect the concerns of local citizens and private developers:

- (a) The availability of capacity to affordable housing developments, in excess of adopted ceilings, is limited by a finite number in each policy area: 125 for HOC and 175 for privately-sponsored developments.
- (b) The ability to develop affordable housing is difficult given the limited supply of subsidies. It is unlikely that more than three or four developments per year will seek a special allocation of capacity.
- (c) Developments which receive a special allocation of capacity will still have to go through a local area review. This means that if a particular development creates a specific traffic problem then steps must be taken to ameliorate the problem before the project can go forward.
- (d) Capacity allocated to affordable housing developments will not be counted in the overall ceiling determinations until the units have been placed in service. Therefore, the reduction in capacity which results from any special allocations will not impact developers currently waiting in line.
- (e) The Growth Policy is reviewed and adopted annually. This provides the County Council an opportunity to revise and modify the special allocation for affordable housing as experience warrants.

BLT:FLB: jab

ELECTED AND APPOINTED OFFICIALS

COUNTY COUNCIL

Michael L. Subin, President Michael L. Gudis, Vice President William E. Hanna, Jr., President Pro Tem Bruce Adams, Council Member Rose Crenca, Council Member Isiah Leggett, Council Member Neal Potter, Council Member

COUNTY EXECUTIVE

Sidney Kramer

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

COMMISSIONERS

Montgomery County Planning Board

Prince George's County Planning Board

Norman L. Christeller, Chairman Carol G. Henry John P. Hewitt

John W. Rhoads, Chairman Richmond M. Keeney, Vice Chairman Roy I. Dabney, Jr., Vice Chairman Nancy M. Floreen Samuel Y. Botts Edgar B. Keller, Jr. Margaret Yewell

TABLE OF CONTENTS

		Pag	је
1.	Over	rview of the Annual Growth Policy Process	1
2.	FY 8	39 Annual Growth Policy	6
3.	Appe	endices	
	1.	The Capital Improvements Program	30
	2.	Alternative Transportation Staging Ceilings and Policy Area Statistical Profiles	16
	3.	Status Report on Issues Analysis as Requested by Council	78
	4.	Annual Growth Policy Legislation	35
	5.	Adequate Public Facilities Ordinance	∌ 5
	6.	Definitions and Key Variables)3
4.	Cred	lits	10

OVERVIEW OF THE ANNUAL GROWTH POLICY PROCESS

OVERVIEW OF THE ANNUAL GROWTH POLICY PROCESS

PURPOSE

The purpose of the Annual Growth Policy is to help County officials match the timing of private development to the availability of public facilities. This effort has two components:

- 1. Programming and providing public facilities to support the private development encouraged by the County's master plans and the market place; and
- 2. Constraining the amount of private subdivision approvals to those which can be accommodated by the programmed public facilities that the County and other levels of government can fiscally and physically produce in a given time frame.

The important words in the above are "in a given time frame." The Annual Growth Policy is designed to affect the timing of development, not the end state total amount, type or mix of development. These latter issues are ones which are dealt with in the master and sector plans and the County's General Plan.

The relative timing of development approval and provision of public facilities are what the Adequate Public Facilities Ordinance (APFO) and the Annual Growth Policy are all about. The APFO mandates that the Planning Board not approve a preliminary plan of subdivision unless it finds that the public facilities in place or programmed in the local and state capital improvements programs will be adequate to serve the subdivision, along with all other approved development.

THE ADEQUATE PUBLIC FACILITIES ORDINANCE

The Adequate Public Facilities Ordinance (APFO) was adopted in 1973 as part of the Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k). It has been used as a tool to promote orderly growth by synchronizing development with the availability of public facilities such as roads, sewer, water service, and schools needed to support it. The regulations require that "public facilities ... adequate to support and service the area of the proposed subdivision" exist or be programmed for construction within a defined time period before the Planning Board can grant approval of a preliminary plan of subdivision.

The Planning Board's administration of the APFO has been progressively tightened over the fourteen years since it was enacted. During its early years, subdivision approvals were constrained by a state-imposed sewer moratorium. As time went on, traffic and the County's transportation infrastructure became more pressing concerns. And finally, in the mid 1980's the public school system became an important component of the APFO.

In the late 1970's, the Planning Department began developing techniques for relating future growth to future transportation capacity. The future impact of a proposed subdivision, taken with other unbuilt recorded subdivisions in the neighborhood, was measured against the nearest critical intersection. This, however, did not take into account the effect of upstream development on that intersection or the effect of the proposed subdivision on downstream intersections, or the effect of approved but unrecorded subdivisions.

New techniques for taking into account the transportation impact of upstream development were proposed by the Planning Board in 1979. They involved a broader geographic analysis (Policy Area Review) which takes into account the availability of transit as well as roads, and measures the effects of new development and new roads within the policy area and in adjacent policy areas. This new approach did not abandon the examination of the nearest intersections. This test was retained and expanded slightly to include nearby links as well as intersections. It became a second test (Local Area Review) to be applied to a subdivision if the first test showed the availability of development capacity in the policy area.

The Planning Board recommended in 1979 that this new approach be implemented, and that the Council and Executive participate in the setting of annual growth limits through the adoption each year of a Comprehensive Staging Plan. For various reasons, the Council and Executive preferred to leave the function of setting annual growth limits with the Planning Board. Thus, beginning in 1982 and over a period of four more years, the Planning Board prepared and adopted annually a Comprehensive Planning Policies Report. This report used the new methodologies outlined in the 1979 report. It presented guidelines for the administration of the APFO, policy area transportation ceilings for future subdivision approvals, and a status report on development trends in the County.

In April 1986, the County Council revised this process to allow for the Council to assume the role of setting annual growth limits through the adoption of an Annual Growth Policy. The relevant amendment to the Adequate Public Facilities Ordinance included the following features:

- It provided that the County Council, by resolution or in the Annual Growth Policy, will provide guidelines for the determination of the adequacy of public facilities and approve development ceilings each year.
- 2. It changed the method of analyzing the adequacy of transportation facilities, requiring that future traffic estimates be derived from existing traffic plus the traffic from all approved but unbuilt subdivisions plus the traffic from the applicant subdivision.
- 3. It changed the method by which ceilings were calculated, providing that roads in the CIP and the State capital program may be counted only if 100 percent of the expenditures for construction are estimated to occur within the first four years of the program.
- 4. It provided that the Local Area Review of critical intersections or links shall take into account only roads in the Executive's Approved Road Program (ARP). The ARP includes roads for which construction will begin within two years and, in the case of County roads, for which construction funds have been appropriated.
- 5. It provided for a more explicit role for the County Executive by establishing a process whereby the draft AGP prepared by the Planning Board is routed through the Executive for comment and recommendation before public hearing and action by the Council.

ANNUAL GROWTH POLICY LEGISLATION

In April of 1986 the Council enacted Annual Growth Policy legislation (Bill No. 11-86) which provided for the establishment of an annual growth policy for the County. This legislation established a process by which the Montgomery County Council can give policy guidance to the various agencies of government on matters concerning growth management. It is "intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the County." Under the Annual Growth Policy process, the County Council will establish criteria and standards for administering the Adequate Public Facilities Ordinance and will approve staging ceilings based on the adequacy of transportation and public school facilities.

Bill 11-86 requires the Annual Growth Policy to include:

- 1. A status report on general land use conditions in the County;
- 2. A forecast of the most probable trends in population, households, and employment for the next 10 years;
- 3. A set of recommended growth capacity ceilings for each policy area within the County, for both residential and employment land uses; and
- 4. A set of policy guidelines for the Planning Board and other agencies, as appropriate, that affect growth and development.

In developing the first AGP for FY 1988, a decision was made to focus the Council's official action on items #3 and #4 above. Other relevant information, including items #1 and #2 above were to be included as appendices and background reference material. Due to the pressures of time, not all of this other material is included at this time. The reader should consult the other Planning Department publications entitled, "Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings" for supporting materials on land use conditions, forecasts, and level of service information.

SCHOOL FACILITY ANALYSIS

During the mid 1980's, school capacity issues were added to the growth management equation, and initially were addressed on a subdivision by subdivision basis. MCPS provided recommendations to the Planning Board concerning the adequacy of school facilities to serve a new subdivision. During 1986 and 1987, the staffs of the Planning Board, County Executive, Council, and Montgomery County Public Schools and a Task Force on the Annual Growth Policy for Public School Facilities worked on developing a more comprehensible methodology for assessing the adequacy of public school facilities for APFO purposes. The Task Force made recommendations to the County Council in the fall of 1987 and these recommendations are presented in the Planning Board draft of the FY 89 AGP.

THE ANNUAL GROWTH POLICY SCHEDULE

The schedule for the Annual Growth Policy includes the following steps:

- By October 15, Planning Department staff prepares a staff draft report, showing a number of alternative scenarios and staging ceilings derived from different combinations of new roads and different combinations of new school capacities.
- 2. By December 1, the Planning Board prepares a final draft of the report prepared by the Planning Board staff in step 1 above.
- 3. By January 1, the County Executive submits to the County Council a revised version of the Annual Growth Policy, which incorporates the capacity provided by his recommended six year Capital Improvements Program.
- 4. The County Council holds a public hearing on the draft Annual Growth Policy at least 30 days before acting on it, and adopts the growth policy before June 30 each year, either approving the policy recommended by the Executive or amending it before adoption.

AMENDMENTS TO THE FY 88 ANNUAL GROWTH POLICY

Since the adoption of the FY 88 Annual Growth Policy in June, 1987, three amendments have been proposed. The first, the Silver Spring amendment, was adopted by the County Council on November 10, 1987. This amendment established the Silver Spring Central Business District as a separate Group VI policy area, set housing and jobs ceilings for this area, and called for the implementation of Transportation Systems Management in the Silver Spring CBD. This amendment has been incorporated in the Planning Board draft of the FY 89 AGP.

Two other amendments are now before the Planning Board for consideration. The County Council and the County Executive appointed a Test at Permit Advisory Committee to study the issue of the timing of the APF assessment in the development review process. The Test at Permit Advisory Committee in its August 17, 1987 report recommended an amendment to the FY 88 AGP (revised test at subdivision (RTAS) amendment) and an amendment to Chapter 8 of the County Code called Buildings.

The first part would provide for a revised computation of staging ceilings in those policy areas where the Planning Board's intermediate forecast indicates that the pipeline of approved development will not be built out until after the sixth year of the CIP (FY 1993). In those policy areas, the staging ceilings for employment and housing units are increased by a percentage of the development capacity made available from road projects in the fifth and sixth years of the County CIP and in the fifth year of the State Consolidated Transportation Program (CTP).

The amendment to Chapter 8 of the County Code would require a re-testing of the yet unbuilt portions of some subdivisions to ensure transportation adequacy. Building permits could not be issued without an APF test or re-test if:

- 1. They are for a residential subdivision which was approved before January 1, 1982, and for which no building permits had previously been issued: or
- 2. They are for nonresidential property for which the subdivision was approved prior to January 1, 1982; or
- 3. The proposed nonresidential development would generate more trips than were considered at the time the subdivision was approved.

The revised test at subdivision (RTAS) amendment to the FY 88 AGP is expected to be forwarded to the County Executive in the near future. The amendment to Chapter 8 of the County Code has been forwarded to the County Council.

The third amendment was initiated by the Housing Opportunities Commission in October 1987. It proposes a special exemption for low and moderate income housing projects in policy areas where there is no remaining capacity. This proposed special exemption would allow a number of affordable housing units greater than the ceiling capacity up to the following limits (1) 125 housing units in housing developments which are owned by the Housing Opportunities Commission, or (2) 175 housing units in privately owned housing developments in which a required percentage of the units are occupied by families below the area median income. This amendment was revised somewhat by the Planning Board and is expected to be forwarded to the County Executive in December, 1987.

COMPONENTS OF THE FY 89 ANNUAL GROWTH POLICY

It is proposed that the Planning Board's FY 89 Annual Growth Policy submission consist of (1) an overview of the annual growth policy process, (2) the growth policy itself adopted by the County Council, (3) a number of appendices, and (4) two supplementary Montgomery County Planning Department reports entitled, "Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings." These supplementary reports will be published separately in December, 1987. An additional staff report dealing with the Council's request to explain the methods and criteria associated with housing, jobs, and fiscal relationships will be prepared as soon as possible.

FY 89 ANNUAL GROWTH POLICY

Resolution No.:
Introduced:
Adopted:
COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
By: County Council

Subject: Approval of FY 89 Annual Growth Policy

Background

- 1. Bill 11-86 requires that no later than June 30th of each year, the County Council must adopt an Annual Growth Policy to be effective throughout the next fiscal year, providing policy guidance to the various agencies of government and to the general public on matters concerning land use development, growth management and related environmental, economic and social issues.
- 2. On December ___, 1987, in accordance with the requirements of Bill 11-86, the County Executive transmitted to the County Council the FY 89 Annual Growth Policy (AGP) for Montgomery County, showing his revisions to the Annual Growth Policy Draft submitted by the Planning Board on December 1, 1987.
- 3. The FY 89 Annual Growth Policy proposed by the County Executive and the Planning Board established growth ceilings by policy area for subdivisions for both residential and employment uses.
- 4. In addition, the Annual Growth Policy report as submitted by the County Executive and the Planning Board contained supporting and explanatory materials including forecasts for the most probable trends in population and households, a set of recommended growth capacity ceilings for each policy area within the County, guidelines for the administration of the APFO, and other background information relevant to the subject of growth policy. The Planning Board also submitted two supporting reports including "Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings."
- 5. On ______, 1988, the County Council held a public hearing on the County Executive's recommended Growth Policy for Fiscal Year 1989.
- 6. On _______, 1988, the Council conducted worksessions on the proposed Growth Policy report for FY 1989, at which time careful consideration was given to the public hearing testimony, recommended revisions of the Montgomery County Planning Board, and the comments and concerns of other interested parties.

Resolution No.

Action

The County Council for Montgomery County, Maryland, approves the following Resolution:

The County Executive's recommended FY 89 Annual Growth Policy has been reviewed and amended by the County Council, so that the following constitutes the entire Annual Growth Policy for FY 89:

I. <u>Guidelines for the Administration of the Adequate Public Facilities</u> Ordinance:

The Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k), directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities.

The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted administratively by the Planning Board to the extent that these guidelines conflict with previous ones. They also supersede those provisions of the Adequate Public Facilities Ordinance which were specified to apply only until the County Council had approved an Annual Growth Policy.

The Council accepts the definitions of terms and the assignment of values to key measurement variables which were used by the Planning Board and its staff, and accepted by the Executive, in developing the recommended Annual Growth Policy. The Council delegates to the Planning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board is directed to request and consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

Subdivision applications may be subject to two different types of test. One is called the Policy Area Review. The other is called the Local Area Review.

The Policy Area Review divides the County into policy areas. These are geographic areas for which the adequacy of public facilities is addressed on an area-wide basis, as follows:

- With regard to transportation, a staging ceiling may be established for each policy area.
- With regard to school facilities, a legislative determination will be made whether the school facilities for each policy area are adequate.

D	_ c	പ	11#	10	n	No	
\mathbf{r}	= -	u.	uц		,,,	ио	•

The staging ceiling for a policy area is defined as the maximum amount of land development that can be accommodated by the existing and programmed public facilities serving the area, at an assigned level of service standard. The legislative directive concerning school policy areas reflects a determination whether additional development can be accommodated by the schools. The policy area staging ceilings and directives approved in this Annual Growth Policy are to remain in effect throughout FY 89 unless amended subsequently by the County Council after public hearing.

Except for special circumstances which are described below (see discussions of "Ceiling Flexibility"), if a proposed subdivision is in a geographic policy area for which previously approved development (pipeline) exceeds the staging ceiling, or for which a negative school facility directive exists, then the Planning Board must find the public facilities to be inadequate.

The purpose of the Policy Area Review method for transportation facilities is to place the individual subdivision within the context of a comprehensive, countywide assessment, which takes account of, and properly allows for, the upstream and downstream traffic impacts of development in various geographic areas. Similarly, the purpose of the policy area directives concerning school facilities is to reflect the ability of the public school system to accommodate students from new development.

The policy area ceilings and directives described in this AGP are based on the public facilities in the Approved FY 89-94 Capital Improvements Program and the Maryland Department of Transportation FY 88-93 Consolidated Transportation Program. These ceilings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during work sessions by the County Council. Approval of the ceilings and directives reflects a legislative judgment that, all things considered, these staging ceilings and procedures constitute a reasonable, appropriate, and desirable set of interim growth limits, which are properly related to the ability of the County to program and construct facilities necessary to accommodate growth.

These guidelines are not intended to be used as a means for government to avoid its responsibility to provide adequate public facilities. Alternatives may be available for developers who wish to proceed in advance of the adopted public facilities program, through the provision of additional public facility capacity beyond that contained, in the approved Capital Improvements Program, or through other measures which accomplish an equivalent effect.

The administration of the Adequate Public Facilities Ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than APF guidelines, the guidelines in the adopted master plan or sector plan shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the

Resolution	No.
------------	-----

Bethesda Sector Plan, the Friendship Heights Sector Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, the Nicholson Lane Sector Plan and the Shady Grove West portion of the Gaithersburg Vicinity Master Plan. The ceiling in the Potomac Policy Area is set at the zoning ceiling based on the policy in the Potomac Master Plan. The ceiling in the Fairland/White Oak Policy Area also is set at a level that reflects the policy of the Eastern Montgomery County Master Plan (see further description below).

The ceiling in all Group I areas is set at the zoning ceiling subject to guidelines for Local Area Review and guidelines for water and sewerage facilities.

A. Guidelines for Transportation Facilities

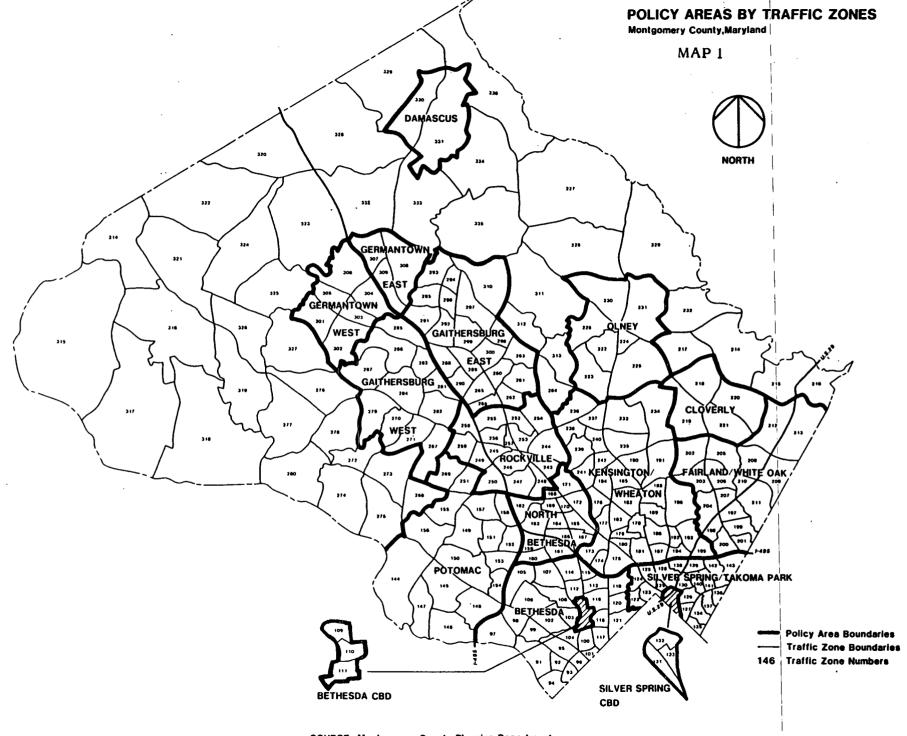
(1) Policy Area Review

(a) Establishment of Staging Ceilings

For the purposes of transportation analysis, the County has been divided into 246 areas called traffic zones as seen in Map 1. Based upon their transportation characteristics, these areas are grouped into transportation policy areas. In many cases, transportation policy areas have boundaries that are the same as planning area boundaries.

Map 2 shows the policy areas, and the Standard of Transportation Level of Service assigned to each of them. These levels of service standards represent a statistical average over the whole policy area. They are used in the calculations in the traffic simulation model described below. In general, the average level of service standards posted for each policy area are based on a policy that it is appropriate to permit greater congestion to occur in areas in which greater transit availability provides an alternative mode of travel for many travelers in the area. (Chart 1 provides a refined basis for showing the correspondence between transit availability and the average level of service standards.)

Through the use of a computerized traffic simulation model, the Planning staff has computed a balanced relationship between a programmed set of transportation facilities and a geographical pattern of jobs and housing units. Policy area ceilings have been established through a process which assigns a hypothetical future land use pattern (i.e., jobs, and housing units derived from interim market projections) to the County, and tests its traffic impact through the use of this model. Through a process of repetitive trial and error, this land use pattern has been modified so that it produces a traffic volume and distribution that is equivalent to the average level of service standard for each policy area. The staging ceilings established by this method are shown in Table 1.



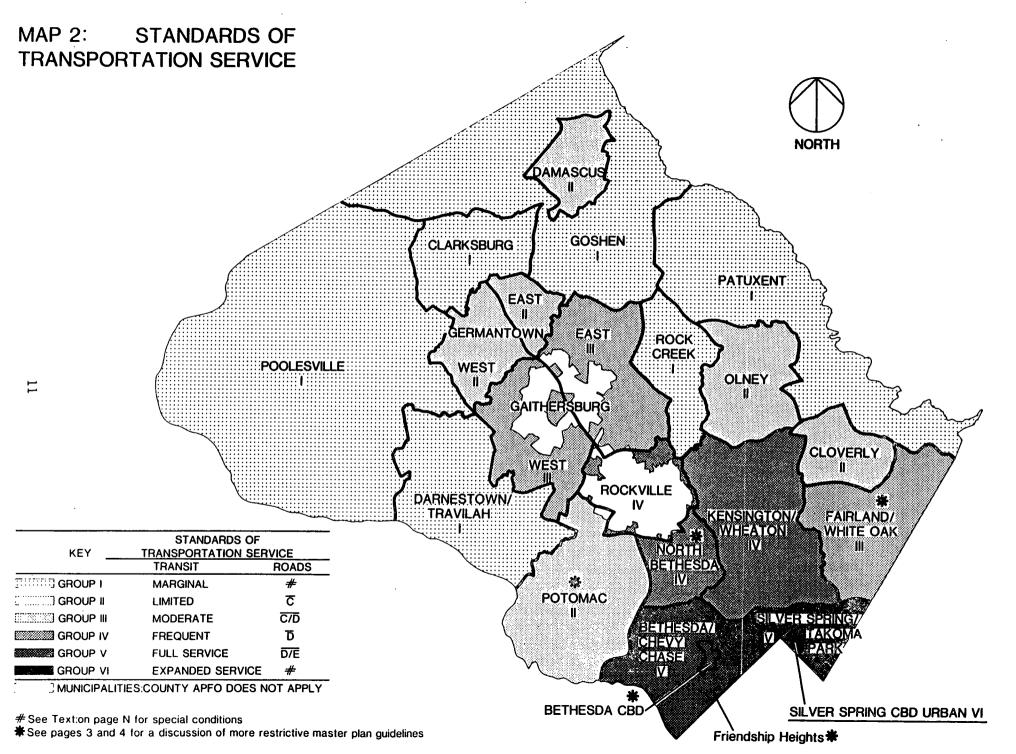


CHART 1: CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS

			Transit Services Available or Programmed						
lverage Level of	Group	Public Transport Alternatives	Auto Dependent an System	d/or	Bus Based Systems	and/or	Fixed G Syst	ui deway ems	
	Classifi- cations	Travel	Perk/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vahicle Priority Systems		Commuter Rail or Light Rail	Metrorail	
•	t	Marginal	Marginal access to stations or bus routes outside of the area	Mot available	Not available		Marginal amount of the area is within walk access	Not Available	
₹	tī	Limited	Limited number of park/ride spaces	Limited coverage and frequency	Limited perk/ride spaces or lots with local bus service		Limited park/ride access and walk access	Park/ride and kiss/ride access limited to near- by stations out- side of the area	
c̄/ō	111	Hoderate	Moderate number of park/ride spaces, limited kiss/ride service	Moderate coverage, service lim- ited to policy fre- quencies	Moderate express bus service in conjunction with a system of park/ ride lots		Moderate parking or walk access with system transfers	Moderate station coverage in the area with asso- ciated feeder bus access	
ō	tv	Frequent	Moderate park/ride spaces and moderate kiss/ride service	Hoderate coverage, combined policy and frequent demand-based service	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a system of park/ ride lots		Same as Group III above	More dense spacing of sta- tions and feeder bus routes	
Ō∕Ē	v	Full	Limited park/ ride with full reliance on kiss/ride access	Full area coverage and a large num- ber of routes with frequen- cies based on demand	Same as Group IV above		Same as Group !!! above	Full frequency and full reli- ance on kiss/ ride, easier walk and bicycle access	
,	νι	Expanded	Expanded park/ ride with reliance on kiss/ride access	Expanded bus frequencies; 100 buses in PM peak hour	Same as Group IV above		Same as Group III above	Designated C80; controlled park- ing; Transporta- tion Management District	

^{*} See Text for Method, and Standard of Measuring Traffic.

Table 1

APF Transportation Ceilings
(January 1987 Base)

Policy Area ²	<u>Jobs</u>	Housing <u>Units</u>
Bethesda CBD ³	9,246	1,865
Bethesda/Chevy Chase ³	11,100	4,240
Bethesda/Chevy Chase ³ Cloverly ⁴	341	(218)
Damascus	854	(129)
Fairland/White Oak ⁶	1,286	2,240
Gaithersburg East	14,937	9,545
Gaithersburg West	23,307	10,240
Germantown East	5,746	2,178
Germantown West	6,965	3,624
Kensington/Wheaton4	7,184	7,710
North Bethesda	8,916	2,421
Olney _	2,613	5,313
Potomac	3,295	4,493
Rockville ⁸	20,325	2,753
Silver Spring/Takoma Park ⁹	1,380	824
Silver Spring CBD9	14,835	3,383

¹The ceilings indicate the amount of jobs or housing units by which the road capacity in the anticipated FY 89-94 CIP or FY 88-98 CTP exceed the estimated level of development as of January 1, 1987. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the anticipated FY 89 ceiling.

²Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

 $^{^3}$ Staging Ceilings were not adopted for Bethesda CBD and Bethesda/Chevy Chase as separate policy areas in the FY 88 AGP.

 $^{^4}$ Staging Ceilings were adjusted from those adopted in the FY 88 AGP to better balance the projected build out of Jobs and Housing Units.

⁵Pipeline adopted in the FY 88 AGP has been revised to reflect the correction of an accounting error of existing development in the Damascus Policy Area.

⁶Staging Ceilings are estimated based upon roadway level of service standard as a Group III policy area. All of the tests to confirm these values for the ceilings have not been completed as of December 1, 1987.

⁷Staging Ceilings are not used for this policy area.

⁸Staging Ceilings were not adopted for Rockville policy area in the FY 88 AGP. Final interpretation of which projects to rely upon from the Rockville CIP were still under discussion as of December 1, 1987.

⁹Since the FY 88 AGP was adopted, an amendment was made to separate Silver Spring into two policy areas. The pipeline, ceiling and remaining capacity reflect the numbers that were adopted on November 10, 1987, as part of the Silver Spring amendment to the FY 88 AGP.

Resolution No.	olution No.	
----------------	-------------	--

The ceiling in the Fairland/White Oak Policy Area is set at the C/D average level of service. This reflects the policy decision in the Eastern Montgomery County Master Plan that housing density, reduced for environmental reasons near the high-quality Paint Branch tributaries, should be increased in the U.S. 29 corridor where it can be better served by transit, and that, as the number of jobs and housing in this corridor increases, transit service can be increased to adequately serve the transportation needs of this density. The existing and programmed transit facilities and services in the Fairland/White Oak Policy Area are sufficient to classify it as a Group III Policy Area with moderate transit service.

The traffic simulation model takes into account all existing and approved development and all eligible programmed transportation CIP projects. For these purposes, "approved development" includes all approved preliminary plans of subdivision. "Eligible programmed transportation CIP projects" include all County CIP, State Transportation Program projects, and City of Rockville or Gaithersburg projects for which 100 percent of the expenditures for construction are estimated to occur within the first four years of the applicable programs.

Planning staff shall keep a record of all previously approved preliminary plans and other data about the status of development projects, and continuously update the pipeline number of approved preliminary plans, thus constantly keeping in view, and presenting to the Planning Board, the amount of capacity still available under the adopted ceiling at any given time. When the subdivision pipeline has risen to meet the ceiling, no more subdivisions shall be approved by the Planning Board in that policy area, except under certain special circumstances, which are outlined below. (Table 2 shows the net capacity remaining as of October 8, 1987.)

(b) Silver Spring CBD Policy Area Ceiling

The Silver Spring CBD was established as a separate Group VI Policy Area in 1987, as categorized on Map 1 and Chart 1. The boundaries of the new policy area are shown on Map 3.

The job and housing ceilings for this Group VI Policy Area must meet the following administrative guidelines:

- All traffic limitations are derived from the heaviest traffic demand period, in Silver Spring's case, the p.m. peak hour outbound traffic;
- The average level of service for the surrounding Silver Spring/ Takoma Park Policy Area must not be worse than the adopted average standard of D/E;
- The outbound traffic, including both local CBD traffic and through traffic, must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles;

Capacity Remaining Under Transportation Ceilings (January 1987 Base) 1

	JO8S					HOUSING UNITS			
		• • • • • • • • • • • • • • • • • • • •		•					
				Housing					
	Jobs		Remaining	Units		Remaining			
Policy Area	Ceiling ² Pipeline ³ Capacity ⁴			Ceiling ² Pipeline ³ Capac					
*********	•••••	•••••		•••••					
Bethesda CBD ⁵	9,246	9,833	(587)	1,865	850	1,015			
Bethesda/Chevy Chase 5	. 11,100	1,341	9,759	4,240	707	3,533			
Cloverly 6	341	82	259	(218)	821	(1,039)			
Damascus 7	854	246	608	(129)	535	(664)			
Fairland/White Oak ⁸	9,786	10,006	(220)	3,990	5,295	(1,305)			
Gaithersburg East	25,937	17,548	8,389	16,545	7,564	8,981			
Gaithersburg West	25,807	20,590	5,217	15,240	4,222	11,018			
Germantown East	10,496	5,167	5,329	6,678	2,048	4,630			
Germantown West	9,965	7,935	2,030	4,124	5,081	(957)			
Kensington/Wheaton ⁶	7,184	2,554	4,630	7,710	4,875	2,835			
North Bethesda	15,666	9,539	6,127	5,921	2,593	3,328			
Olney	3,113	698	2,415	6,063	2,922	3,141			
Potomac ⁹	3,295	428	2,867	4,493	2,336	2,157			
Rockville ¹⁰	20,325	14,000	6,325	2,753	850	1,903			
Silver Spring CBD 11	14,835	4,085	10,750	3,383	383	3,000			
Silver Spring/Takoma Park 11	1,380	880	500	824	207	617			

lThe ceilings indicate the amount of jobs or housing units by which the road capacity in the anticipated FY 89-94 CIP or FY 88-93 CTP exceed the estimated level of development as of January 1, 1987. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the anticipated FY 89 ceiling.

²Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

 3 Total number of jobs or housing units in subdivisions approved up to October 8, 1987. This total includes buildings which were completed since January 1, 1987.

 4 Capacity remaining after the pipeline is subtracted from the staging ceilings shown in the previous column.

⁵Staging Ceilings were not adopted for Bethesda CBD and Bethesda/Chevy Chase as separate policy areas in the FY 88 AGP.

⁶Staging Ceilings were adjusted from those adopted in the FY 88 AGP to better balance the projected build out of Jobs and Housing Units.

⁷Pipeline adopted in the FY 88 AGP have been revised to reflect the correction of an accounting error of existing development in the Damascus Policy Area.

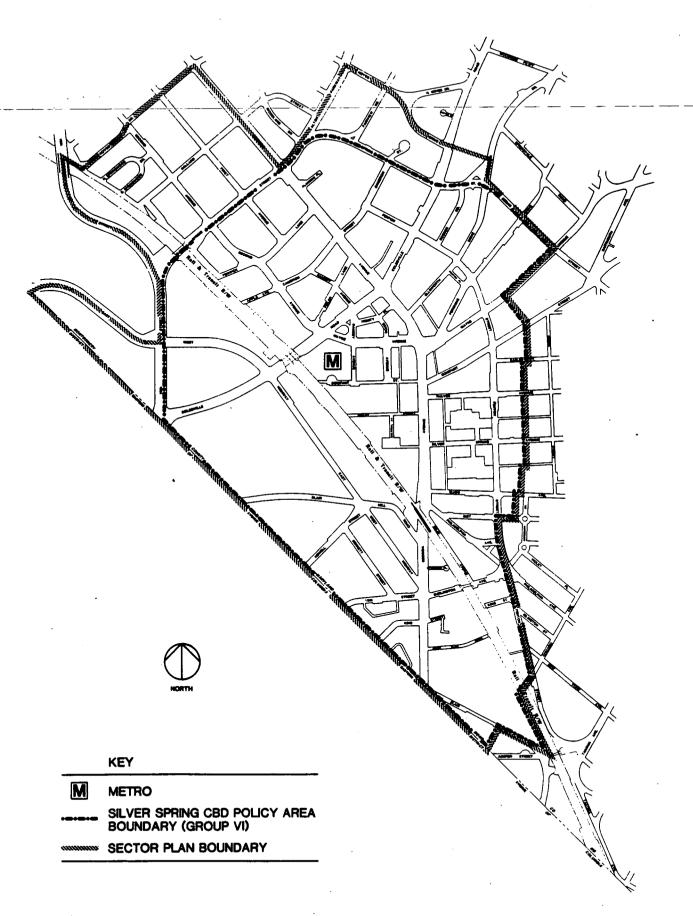
⁸Staging Ceilings are estimated based upon roadway level of service standard as a Group III Policy Area. All of the tests to confirm these values for the ceilings have not been completed as of December 1, 1987.

⁹Staging Ceilings are not used for this policy area.

10 Staging Ceilings were not adopted for Rockville in the FY 88 AGP. Final interpretation of which projects to rely upon from the Rockville CIP were still under discussion as of December 1, 1987.

11Since the FY 88 AGP was adopted, an amendment was made to separate Silver Spring into two policy areas. The Pipeline, Ceiling and Remaining Capacity reflect the numbers that were adopted on November 10, 1987, as part of the Silver Spring amendment to the FY 88 AGP.

MAP 3 SILVER SPRING POLICY AREA BOUNDARY



Resolution No.

- The Planning Board and the Department of Transportation will implement Transportation Systems Management for the Silver Spring CBD; the goal of this program will be to achieve the commuting goals for transit use and auto occupancy rates set out below;
- The County Government, through the Silver Spring Parking District, will constrain the amount of public and private long term parking spaces.

For the FY 89 Annual Growth Policy, a net remaining jobs capacity ceiling of 10,750 as of October 8, 1987, of which at least 2,000 must be retail, and 250 are reserved for standard method projects, and a net remaining housing capacity of 3,000 dwelling units meet these administrative guidelines. The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these ceilings are as follows:

Parking constraint

A maximum of 17,500 public and private long term spaces when all non-residential development is built; (this maximum assumes a peak accumulation factor of .9, which requires verification in Silver Spring and may be subject to revision). Interim long term parking constraints will be imposed in accordance with the amount of interim development. Long-term public parking spaces will be priced to reflect the market value of constrained parking spaces.

• <u>Commuting goals</u>

For employers with 25 or more employees, 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle; and

For new non-residential development, 30 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans as set forth in the Transportation Systems Management legislation (Bill #24-87).

Each Annual Growth Policy will reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersections (as defined in the report of October 5, 1987). The Annual Growth Policy, must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

n.		- 1			Nο	
	~~	^ I	1171	^	NA	

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for non-residential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. (If, for a particular use, the addition of five peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.)

(c) Staging Ceiling Flexibility

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service is not adversely affected to a serious degree.

In general, such approval above the staging ceiling shall be conditioned upon the planned and scheduled construction by either the applicant and/or the government, of some public facility projects, or other appropriate capacity measure, (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service. The capacity addition must be scheduled for completion at the same time or before, the proposed development is to be completed. The application must also be approved under Local Area Review standards.

The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also will be evaluated carefully. In cases where the applicant agrees to pay for all necessary facilities, and the relevant administering agency has agreed, there normally will be no other constraint, provided that the project is in accordance with an adopted master plan or other relevant policy statement and project design is subject to mandatory referral.

Where the applicant commits to provide a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary plan has been approved on this basis, later applications may be credited for reduced trips only to the extent that the new proposal will provide additional reductions sufficient to accommodate all the trips generated by the new proposal.

Further staging ceiling flexibility is not available in the Silver Spring CBD because traffic mitigation measures of the Transportation

Resolution No.	
----------------	--

Management District have been relied upon to establish the ceilings for the Group VI Policy Area in Silver Spring.

The approval of preliminary plans which add only a few vehicle trips will be considered on a case-by-case basis by the Planning Board. In general, in policy areas with no ceiling balance (i,e., no remaining capacity), all land at one location for which zoning or other constraints permit no more than ten trips in total may receive approval of up to five trips. Non-residential plans submitted for the purpose of expanding structures which were completed prior to 1982 may receive approval for additional development which add no more than five trips. (The term, "all land at one location," means all land that would be included in a determination of whether a project is a "significantly sized project" under the Planning Board's guidelines for Local Area Transportation Review outlined in Montgomery County Planning Department's "Alternative Transportation Scenarios and Staging Ceilings," December 1987.

(d) Amendment of Policy Ceilings

From time to time, these staging ceilings may be amended by the Montgomery County Council, after public hearing, to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, revised levels of public service, and other relevant criteria. The effect of the various traffic alleviation measures approved under the 1986 Interim Growth Policy (i.e., short-term traffic alleviation measures) has not been included in the development of the policy area ceilings. If measurable results become evident, consideration could be given to revision of the ceilings.

(e) General Application and Review Procedures for Transportation

For administrative purposes it is necessary to establish an application date for each subdivision on which to fix the size of the pipeline of previously approved preliminary plans. This date shall be established according to Rules of Procedures adopted by the Planning Board. The pipeline figure as of that date (i.e., the development possible from all previously approved preliminary plans which have not yet been built) shall be subtracted from the adopted transportation staging ceiling to determine the remaining capacity available for that subdivision. The following are the three basic situations that could result:

• Transportation staging ceiling minus pipeline equals a negative number. This means that there is no staging ceiling available, and that staff would recommend disapproval of the plan if it were presented to the Planning Board (unless the applicant, working with the County Executive, proposes an improvement to create additional capacity -- see "Staging Ceiling Flexibility"). In cases where no staging ceiling capacity is available, a waiting list of preliminary plans will be established. Once additional staging ceiling capacity becomes available, the applicants on the

D	066	١,	1+1	OΠ	No	
т.	E 5 L				14()	

waiting list will have the proposed development placed on a regular Planning Board Agenda for action by the Board in the order of their application dates.

- Transportation—staging—ceiling—minus pipeline equals—a positive—number, and there is a waiting list that was previously established during a period of no staging ceiling capacity. In this case, the new application would be placed at the end of the waiting list.
- Transportation staging ceiling minus pipeline equals a positive number, and there is no waiting list. In this case, the positive staging ceiling number is the amount of staging ceiling capacity available for the new application. If the new application requests more than the available staging ceiling, it may be partially approved, and the remainder will be first in line on a waiting list. Plans that were previously partially approved under old guidelines are on a waiting list under these new guidelines. In all cases, plans approvable on the basis of ceiling capacity will still be subject to Local Area Transportation Review.

(2) Local Area Review (LAR)

The traffic simulation model used for Policy Area Review addresses the average level of traffic in the policy area. If this were the only test, an area with acceptable average level of service could have one or more intersections, or roadway links, with unacceptably poor levels of service. It is necessary, therefore, that a local area test be applied to assure that new development is not allowed to cause such congestion.

Local Area Review shall, at all times, be consistent with the standards and staging mechanisms of adopted master plans and sector plans. In the Potomac Policy Area, only the area contributing traffic to the intersection of Montrose Road and Seven Locks Road will be subject to Local Area Review.

In the area designated as the Silver Spring CBD Policy Area, the Planning Board, in consultation with the Department of Transportation, will prepare performance evaluation criteria for its Local Area Review. These criteria will be used to accomplish: (1) safety for pedestrians and vehicles; (2) access to buildings and sites; and (3) traffic flow within the vicinity, at levels which are tolerable in an urban situation. The County Executive will publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program will list those actions to be taken by government to maintain traffic flow at tolerable levels in the Silver Spring CBD, and protect the surrounding residential area.

D,	-	_1	11+	ion	No.	
K.	23	UΙ	uь	LUI	L NO.	

Local Area Review must be undertaken for subdivisions which would generate more than 50 peak hour automobile trips in either of the following circumstances:

- For the policy area, total approved development is within 5 percent of the policy area ceiling; or
- For the local area, the proposed development is located near a congested area.

In administering the Local Area Review (LAR), the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of service will result after taking into account existing roads, programmed roads, available or programmed mass transportation, and improvements to be provided by the applicant. If the subdivision will affect an intersection, or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if it does not make the situation worse.

The mid-point of Level of Service E is presumed to be the condition under which a roadway intersection or link is operating at maximum capacity. Critical Lane Volumes or Link Level of Service higher than the mid-point of LOS E are deemed to reduce the overall efficiency of the road network. A peak hour level of service below the midpoint of LOS E is unacceptable for Local Area Review. In Group I Areas, Level of Service below Level of Service D is unacceptable for Local Area Review.

The nature of the LAR test is such that a traffic study is necessary if local congestion is likely to occur. The Planning Board and staff will examine the applicant's traffic study to determine whether adjustments are necessary to assure that the traffic study is a reasonable and appropriate reflection of the traffic impact of the proposed subdivision after taking into account all approved development and programmed transportation projects.

For Local Area Review purposes, the programmed transportation projects to be considered are those included in the most recent edition of the County Executive's Approved Road Program (ARP). The Approved Road Program shall include only roads programmed in the current approved Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- (1) The County Executive has determined that construction will begin within two years of the effective date of the approved road program; and
- (2) In the case of the County CIP, 100 percent of the expenditure for contracts, have been appropriated.

For these purposes, roads required under Section 302 of the Charter to be authorized by law are not to be considered programmed until the

D	000		itic	`	Nο	
ĸ	est	JIL	16.16) []	IACE	

time for petition to referendum has expired without a valid petition, or the authorizing law has been approved by referendum.

The Planning Board has adopted guidelines for the administration of Local Area Review. To the extent that they are consistent with these legislative guidelines, the Planning Board guidelines may continue to apply or to be amended as the Planning Board deems it necessary to do so. See Montgomery County Planning Department's report "Alternative Transportation Scenarios and Staging Ceilings," December 1987 for these guidelines.

In its administration of Local Area Review, the Planning Board shall give careful consideration to the recommendations of the County Executive concerning the applicant's traffic study and proposed improvements or any other aspect of the LAR.

B. Guidelines for Public School Facilities

(1) Geographic Area

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 21 areas called high school clusters as shown in Map 4. These areas coincide exactly with the cluster boundaries used by the Montgomery County Public School system.

The Council evaluated available capacity in each high school cluster and compared enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity four years out. If insufficient capacity was available, the Council determined whether an adjacent cluster or clusters had sufficient capacity to cover the projected deficit in school capacity. The Council's groupings were only for the administration of the Adequate Public Facilities Ordinance and are not in any way a required action by the Board of Education in exercising its power to designate school service boundaries.

(2) School Capacity Measure

The Council used 110 percent of Council funded program capacity as the school capacity measure in the administration of the Adequate Public Facilities Ordinance. This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the approved FY 88-93 CIP, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half day kindergarten where it is currently provided, 22 for all day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

ELEMENTARY SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
Comparison of 1992 MCPS Projected Elementary School Enrollment
With the Board of Education's Requested FY 89-94 CIP Program Capacity

Table 3

	A	В	С	D	E
		100%		110% Program	
	September 1992	Program Capacity with		Capacity with	
	Enrollment	Board of	Capacity	Board of Education	Canadiau
	Projected by	Education	Remaining	Requested	Capacity
Geographic Area	HCPS ¹	Requested ²	at 100%	FY 89-94 CIP	Remaining at 110%
(High School Cluster)	(as of 11/87)	FY 89-94 CIP		B*110%	D-A
	140 01 11/01/	11.07.74.011		<u> </u>	, <u>U.A.</u>
<u>Area 1</u>					
Blair	5,131	5,070	(61)	5,577	446
Einstein	2,787	2,971	184	3,268	481
Kennedy ·	2,289	2,178	(111)	2,396	107
Paint Branch	3,362	3,282	(80)	3,610	248
Sherwood	3,279	2,772	(507)	3,049	(230)
Springbrook	4,393	4,029	(364)	4,432	39
Wheaton	2,797	2,874	77	3,161	364
Subtotal	24,038	23,176	(862)	25,493	1,455
Area 2					
Bethesda-Chevy Chase	2,795	2,939	144	3,233	438
Churchill	2,773	2,814	41	3,095	322
Walter Johnson	2,812	2,897	85	3,187	375
R.Montgomery	2,344	2,350	6	2,585	241
Rockville	2,113	2,766	653	3,043	930
Whitman	2,000	2,119	119	2,331	331
	******				, , , , , , , , , , , , , , , , , , ,
Subtotal	14,837	15,88 <u>5</u>	1,048	17,473	2,637
Area 3					
Damascus	2,959	2,883	(76)	3,171	212
Gaithersburg	5,514	5,494	(20)	6,043	529
Magruder	2,216	2,261	45	2,487	271
Poolesville	963	851	(112)	936	(27)
Quince Orchard	3,529	3,423	(106)	3,765	236
Seneca Valley	4,797	4,641	(156)	5,105	308
Watkins Mill	3,423	3,509	86	3,860	437
Wootton	2,897	3,358	461	3,694	797
	•••••				
Subtotal	26,298 ======	26,420 ======	122	29,062	2,763
Total	65,173	65,481	308	72,028	6,855
				•	•

¹ Enrollment projections as stated in the Board of Education's Requested FY 89 to 94 CIP, November 25, 1987.
2 Cluster capacity as stated in the Board of Education's Requested FY 89-94 CIP. Program capacity assumes the student per classroom ratio as funded by the Montgomery County Council (i.e., 25 students per classroom for grades 1 to 6).

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; the Research Division, Montgomery County Planning Department; and Board of Educations's Requested FY 89-94 CIP, November 25, 1987.

JIM SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA Comparison of 1992 MCPS Projected Junior, Intermediate, & Middle (JIM) School Enrollment With the Board of Educations's Requested FY 89-94 CIP Program Capacity

	A	B 100% Program	С	D 110% Program Capacity with	E
	September 1992 Enrollment Projected by MCPS ¹	Capacity with Board of Education Requested ²	Capacity Remaining at 100%	Board of Education Requested FY 89-94 CIP	Capacity Remaining at:110%
Geographic Area (High School Cluster)	(as of 11/87)	FY 89-94 CIP	B-A	<u>B*110%</u>	D-A
thigh school clustery	145 01 1170.7	1, 4/			
Area 1					
Blair	1,401	1,656	255	1,822	421
Einstein	988	1,220	232	1,342	354
Kennedy	1,001	1,013	12	1,114	113
Paint Branch	1,285	1,526	241	1,678	393
Sherwood	1,269	909	(360)	1,000	(269)
Springbrook	1,030	945	(85)	1,040	10
Wheaton	646	1,121	475	1,233	587
Subtotal	7,620	8,389	769	9,227	1,607
Area 2					
Bethesda-Chevy Chase	640	923	283	1,015	375
Churchill	786	905	119	995	209
Walter Johnson	713	752	39	827	114
R.Montgomery	1,026	896	(131)	985	(41)
Rockville	862	963	101	1,059	197
Whitman	1,061	1,062	1.	1,168	107
					961
Subtotal	5,088	5,499	411	6,049	901
Area 3					
Damascus	775	891	116	980	205
Gaithersburg	1,120	1,170	50	1,287	167
Magruder _	984	792	(192)	871	(113)
Poolesville ³	0	0	0	0	0
Quince Orchard	907	1,062	155	1,168	261
Seneca Valley	1,052	950	(103)	1,044	(8)
Watkins Mill	854	711	(143)	782	(72)
Wootton	898	837	(61)	921	23

Subtotal	6,590	6,413	(178)	7,054	464
	=	2252282	======	======	222222
Total	19,298	20,300	1,002	22,330	3,032

¹ Enrollment projections as stated in the Board of Education's Requested FY 89 to 94 CIP, November 25, 1987.
2 Cluster capacity as stated in the Board of Education's Requested FY 89-94 CIP. 100 percent of JIM program capacity is defined as 90 percent of the state rated capacity (i.e., 22.5 students per classroom). $\frac{3}{2}$ Poolesville's JIM and High School are one facility.

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; the Research Division, Montgomery County Planning Department; and Board of Education's Requested FY 89-94 CIP, November 25, 1987.

Table 5

SENIOR SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA Comparison of 1992 MCPS Projected High School Enrollment With the Board of Education's Requested FY 89-94 CIP Program Capacity

A B C D E

		100%	_	110% Program	_	
	•	Program		Capacity with	<u> </u>	
	September 1992	Capacity with		Board of		
	Enrollment	Board of	Capacity	Education	Capacity	
	Projected by	Education	Remaining	Requested	Remainin	
Geographic Area	MCPS ¹	Requested	at 100%	FY 89-94 CIP	at 110%	
(High School Cluster)	(as of 11/87)	FY 89-94 CIP	B-A	<u>B*110%</u>	D-A_	
Area 1					·	
Blair	2,057	2,039	(19)	2,242	185	
Einstein	1,285	1,431	146	1,574	289	
Kennedy	1,245	1,359	114	1,495	250	
Paint Branch	1,610	1,575	(35)	1,733	123	
Sherwood	1,297	1,422	125	1,564	267	
Springbrook	1,908	1,580	(328)	1,738	(170)	
Wheaton	1,169	1,188	19	1,307	138	
Subtotal	10,571	10,594	23	11,653	1,082	
Area 2					•	
Bethesda-Chevy Chase	1,323	1,535	212	1,688	365	
Churchill	1,700	1,589	(112)	1,747	47	
Walter Johnson	1,201	1,571	370 .	1,728	527	
R.Montgomery	1,518	1,503	(15)	1,653	135	
Rockville	1,051	1,269	218	1,396	345	
Whitman	1,345	1,656	311	1,822	477	
Subtotal	8,138	9,122	984	10,034	1,896	
Area 3						
Damascus	1,182	1,130	(53)	1,242	60	
Gaithersburg	1,697	1,841	144	2,025	328	
Magruder _	1,273	1,400	127	1,540	267	
Poolesville ³	476	860	384	945	469	
Quince Orchard	1,793	1,850	57	2,034	241	
Seneca Valley	1,584	1,679	95	1,847	263	
Matkins Mill	1,394	1,458	64	1,604	210	
dootton	1,704	1,584	(120)	1,742	38	
Subtotal	11,103	11,800	697	12,980	1,877	
•	=======	*=======	2222222	3222222	=======	
Total	29,812	31,516	1,703	34,667	4,855	

¹ Enrollment projections as stated in the Board of Education's Requested FY 89 to 94 CIP, November 25, 1987.
2 Cluster capacity as stated in the Board of Education's Requested FY 89-94 CIP. 100 percent high school program capacity is defined as 90 percent of the state rated capacity in the FY 88-94 CIP as approved on March 17, 1987 (i.e., 22.5 students per classroom).

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; the Research Division,
Montgomery County Planning Department; and Board of Education's Requested FY 89-94 CIP, November 25, 1987.

³ Poolesville's JIM and high school are one facility.

Resolution No.	olution No.
----------------	-------------

(3) Grade Levels

Each of the three grade level clusters, namely elementary, J/I/M, and high school are assessed separately as part of the Annual Growth Policy.

Using the approach outlined above and assuming the Board of Education's Requested FY 89-94 CIP, results in a determination by the Montgomery County Council that adequate school capacity exists in 1992 for APFO purposes. The Council declares school capacity for school year 1992 to be adequate for anticipated growth during FY 89. Tables 3, 4, and 5 present the results of this analysis.

The Planning Board, in its approval of preliminary plans of subdivisions, shall consider schools to be adequate for Fiscal Year 1989.

C. Guidelines for Water and Sewerage Facilities

In accordance with the language of the Adequate Public Facilities Ordinance itself, both for policy areas with a staging ceiling and in those without one, applications shall be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, or is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan (i.e., categories I, II, and III) or if the applicant either provides a community water and/or sewerage system or meets health department requirements for septic and/or well systems, as outlined in the Adequate Public Facilities Ordinance. These requirements are determined either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining a satisfactory percolation test from the County Health Department.

Applications will only be accepted for further planning staff and Board consideration if they present evidence of meeting the appropriate requirements.

D. Guidelines for Police, Fire and Health Services

The Planning Board and staff shall consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence to believe that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and Operating Budgets of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision Review committee clearinghouse, or through public commentary or planning staff consideration, a Local Area Review shall be undertaken. Such review shall seek a written opinion from the relevant agency, and will require, if necessary, additional data from the applicant, to facilitate the completion of the planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the approved CIP shall be compared to the demand generated by the

"most probable" forecast for the same year prepared by the Montgomery County Planning Department.

E. Guidelines for Resubdivisions

Applications to amend a previously approved preliminary plan of subdivision shall not require a new test for adequacy of public facilities in the following instances:

- Revisions to a preliminary plan which has not been recorded.

 Provided that the preliminary plan has not expired and the number of trips which will be produced by the revised plan is not greater than the trips produced by the original plan.
- Resubdivision of a recorded lot involving the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or one percent of the combined area, whichever is greater) between owners of adjoining properties for the purpose of small adjustments in boundaries.
- Resubdivision of a recorded lot involving more than 2,000 square feet or one percent of the lot area provided that less than three years have passed since preliminary plan approval; or if construction has begun on any portion of the preliminary plan, less than five years have passed since preliminary plan approval; or, if construction of an APF related road improvement required as a condition of the original preliminary plan is proceeding as scheduled, less than 10 years have passed since preliminary plan approval. In addition to meeting the requirements above, the number of trips which will be produced by the revised plan shall not be greater than the trips in the original plan.

II. Process for Amending Annual Growth Policy

Chapter 33A, Division 2, of the Montgomery County Code provided that "the County Council may adopt a subsequent resolution, after public hearing, to amend the Annual Growth Policy." The amendment process should be reserved for situations in which a need arises to resolve broad policy issues without waiting for the annual cycle of revision. In such cases, the process should follow a format similar to the one provided for the annual revision process under Chapter 33A, consisting of the following steps:

- A request for amendment must be made in writing to the Planning Board.
- (2) The Planning Board may, in response to such request or on its own initiative, prepare an amendment. The amendment must be accompanied by a statement of the severity of the problem addressed, the nature of the conflict in public policies which is involved, and approaches for resolving the conflict, including any specific recommendations. In cases where the Council or Executive requests an amendment which the Planning Board does not support, the Board

Resolution	No.
------------	-----

must prepare a draft which complies with the original request, in addition to its own recommendations.

- (3) The Planning Board's amendment must be submitted to the County Executive, who may make revisions in the form of specific additions or deletions, and who must then recommend an amendment to the County Council.
 - (4) After public hearing by the County Council, the Council may approve, approve with revisions, or disapprove, the amendment recommended by the Executive.
 - (5) The Planning Board's amendment must be forwarded to the County Executive not more than forty-five days after receipt of a written request from the Executive or Council. The Executive's recommended amendment must be forwarded to the County Council not more than thirty days after receipt of the Planning Board's amendment. The Council should act on the recommended amendment not more than 45 days after the closing of the public hearing record.

III. Issues to be Addressed During Next Fiscal Year

In adopting the FY 1989 Annual Growth Policy, the Council recognizes that not all aspects of a comprehensive approach to growth policy can be dealt with in one year. To ensure that the policy making process continues to be developed and refined, the following matters are to be dealt with further during FY 89.

*NOTE: This section to be filled in by Council if additional policy issues arise.

APPENDICES

Material in this appendix is provided for reference purposes only and is not part of the Annual Growth Policy adopted by the Council.

APPENDIX 1:

THE CAPITAL IMPROVEMENTS PROGRAM

TABLE 3.1: LIST OF HIGHWAY PROJECTS BY POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 88-93 CIP, THE CITY CIP'S, OR THE MDDOT FY 87-92 CONSOLIDATED TRANSPORTATION PROGRAM

Policy Area	PDF	Project	Мар	Project Name (Underlined) with	Scope of	Approved Road	100% of Const.
 	No.	No.	No.	Rhases and/or Limits	Improvement	Program of 7/1/87	Expenditures By
							••
ETHESDA	••	153268	1.	Wisconsin Avenue (MD 355)	Replace	Y	88
				Bridge over the Georgetown Branch	Bridge		•
		454000		1 (OF Miderian (Conical Roleman)	+2 Lanes	v	90
	•••	151009	2.	1-495 Widening (Capital Beltway) Wisconsin Avenue (MD 355) to	· E Laires	• '	,,
				Georgia Avenue (MD 97)			
	1337	733696	3.	Woodnont Avenue Extended	4 Lane	. Y	88
	1331	1 33030	٠.	Montgomery Lane to Leland Street	Business Street		
				, , , , , , , , , , , , , , , , , , , ,	•••	••	
	1266	793369	4.	The Hills Plaza Connection	4 Lane	Y	. 88
٠				Extension North	Business Street		•
					· · · · · · · · · · · · · · · · · · ·		·
LOVERLY	1342	863119	5.	Ednor Road Bridge	2 Lane	N	89
				Northwest Branch	Bridge		
					- 4 .		
	1251	673940	6.	Boni fant Road	Safety	Υ	90
				Layhill Road (MD 182) to	Widening		
				New Hampshire Avenue (MD 650)			
	1207	047146	•	Mn 28 - Mn 108 Connector	2 Lanes	γ .	91
	1297	863115	7.	MD 28 - MD 198 Connector Layhill Road (MD 182) to		•	,,
				New Hampshire Avenue (MD 650)			
				the companies of the same			
AMASCUS	•••	Special	8.	Ridge Road (MD 27)	Geometric	Υ .	88
		Projects		Lewis Drive to Main Street (MD 108)	Improvements	•	
		, ,-		•			
•	1668	859117	9,	Lewis Drive	2 Lanes	Y	88
				Main Street (MD 108) to MD 27			
	1325	873121	10.	Sweepstakes Road	Residential	N	90
				Ridge Road (ND 27) to Woodfield Road (ND 128)	Primary		•
				21. 11. 22. 11. 22.			
AIRLAND/WHITE OA		823862		Columbia Pike (US 29)			
		nt with		Continue to Industrial Dankung to	+2 Lanes	Y	89
	Cour	ity)	11.	Section I: Industrial Parkway to Randolph Road	-r cares	•	07
				rainotpi roau			
	•		12.	Section II: North of Fairland Road to	+2 Lanes	. ү	89
				Greencastle Road	·	-	. •
						•	
		Special	13.	New Hampshire Avenue (MD 650) to Industrial	+2 Lanes	Y	89
		Projects		Parkway and Greencastle Road to North of			
				Sandy Spring Road (MD 198)			
					•		
		833963	14.	Fairland Road	Safety	Y	90
	1262			Randolph Road to Old Columbia Pike	Widening		
·						•	
		448	4.5				
		833888	15.	E. Randolph Road Widening	+4 Lanes	Y	91
		833888	15.	Phase I: New Hampshire Avenue (MD 650)	+4 Lanes	Y	91
		833888	15.		+4 Lanes	Y	91
	1259			Phase I: New Hampshire Avenue (MD 650) to Fairtand Road			
		833888 833969	15.	Phase I: New Hampshire Avenue (MD 650) to Fairland Road E. Randolph Road Widening	+4 Lanes +3 Lanes	Y	91
	1259			Phase I: New Hampshire Avenue (MD 650) to Fairtand Road			
	1259			Phase I: New Hampshire Avenue (MD 650) to Fairland Road E. Randolph Road Widening			

TABLE 3.1 (continued)

	No.	No.	No.	Phases and/or Limits	Improvement	Program of 7/1/87	
				Prieses and/or Charts	Tingli Overnetit	Program of 7/1/67	Expenditures (
					4.4	_	
AITHERSBURG EAST	••	153162	18.	Frederick Avenue (MQ 355) S. Summit Avenue to Chestnut Street	6 Lane Bridge	Υ .	88
				5. Suimit Avenue to thestrat street	Bi 109c		
		151015	19.	I-370 Metro Connection	6 Lane	Y	90
•		1		I-270 to Shady Grove Metro Access Road	Freeway		
							•
	••	151024	20.	<u>I-270 Widening</u> Montgomery Village Avenue (MD 124) to	+2 Lanes, CD Road	Υ .	90
				Shady Grove Road	as noos	•	
	••	153065	21.	Mid-County Highway Widening (MD 115 Relocated)	+2 Lane	Υ	90
				Montgomery Village Avenue to Shady Grove Road	Divided		
	1282	793177	22.	Gude Drive Widening	+4 Lanes	Y	90
	1202	773117		MD 355 to Southlawn Lane	+3 Lanes	•	,,
	1343	763815	23.	Gude Drive Railroad Bridge	+3 Lanes	Y	89
				Over 8&O and Metro Tracks			
	1207	737371	24.	Gude Drive Extension, Phase II	+2 Lanes	N ·	89
	1283	723271	24.	Piccard Drive to Frederick Avenue (ND 355)	*E Cares	•	37
	1308	663899	25.	Muddy Branch Road/W. Diamond Avenue	+2 Lanes	N	90
				I-270 to W. Diamond Avenue (MD 117)			
	12/0	057174	24	Airpark Road/Shady Grove Road Extended	4 Lanes	Y	90
	1248	853176	26.	Muncaster Mill Road (MD 115) to	4 Calles	1	λó
				Laytonsville Road (MD 124)			
				,			
	1331	853137	27.	Watkins Mill Road - School Access	4 Lane	Y	91
					Undivided		
	1346	823754	28.	Watkins Mill Road Bridge	+2 Lanes	×	91
	1340	063174	20.	Whetstone Run Stream	20.00		,,
AITHERSBURG WEST	••	153332	29.	MD_28_Widening	+2 Lanes	Y	88
				Research Boulevard to Key West Avenue			
		15103/	30.	I · 270_Widening	+2 Lanes	Y	90
	••	151024	30.	Montgomery Village Avenue (MD 124) to	CD Roads	1	70
				Shady Grove Road			•
	1308	663899	31.	Muddy Branch Road	+2 Lane	N	90
				Darnestown Road (MD 28) to 1-270	Divided		
	1316	853122	32.	Sam Eig Highway	6 Lane	Y	91
	1310	033.66		Great Seneca Highway to 1-270	Divided	•	
	1289	803530	33.	Key West Avenue - MD 28, Phase III	+4 Lanes	Y	91
				Darnestown Road (MD 28) to Shady Grove Road	+2 Lanes		
				Snady Grove Road			
	1280	713129	34.	Great Seneca Highway, Phase []	4 Lane	Υ ,	91
				Quince Orchard Road (MD 124) to	Divided	•	
				Darnestown Road (MD 28)			
	1270	047444	70	Creat Sance Highway Phone III	4 Lane	Y	91
	1278	863111	35.	Great Seneca Highway, Phase III Great Seneca Creek to	4 Lane Divided	7	Υı
				Quince Orchard Road (MD 124)			
	1264	663907	36.	Fields Road	4 Lanes,	Y	91
				Muddy Branch Road to Omega Drive	5 Lanes		
	1291	743799	37.	Longdraft Road/Clopper Road	+2 Lanes	N	91
	1671	173177	٠, .	Quince Orchard Road (MD 124) to	in causes	П	•

TABLE 3.1 (continued)

Policy Area	POF	Project	Map	Project Name (Underlined) with	Scope of	Approved Road	100% of Const.
	No.	No.	No.	Phases and/or Limits	Improvement	Program of 7/1/87	Expenditures B
ERMANTOWN EAST	••	151024	38.	1-270 Widening and Middlebrook Road Interchange	+2 Lanes, New Interchange	Y	91
	_1331	853137	_ 39	Watkins Mill Road School Access	4_Lane		91
	1302	863125	40.	Middlebrook Road Phase II: I-270 to Frederick Road (MD 355)	+2 Lanes	M	Developer
ERMANTOWN WEST	••	151024	41.	1-270 Widening and Middlebrook Road Interchange	+2 Lanes, New Interchange	Υ .	91
	1255	873160	42.	Crystal Rock Drive Germantown Road (MD 118) to Germantown Drive	4 Lanes	Y	87
	1273	873161	43.	Germantown Drive Widening Crystal Rock Drive to Wynnfield Drive	+2 Lanes	Y .	88
	1278	863111	44.	Great Seneca Highway, Phase []] Middlebrook Road to Great Seneca Creek	4 Lanes	Y .	91
	1293	863171	45.	MD 118 Relocated/Germantown Road Phase I: Wisteria Drive to Clopper Road	6 Lanes	Y	90
	1299	873119	46.	MD 117 Widening (Clopper Road) MD 118 Relocated to Great Seneca Highway	+2 Lane Divided	N	91 ·
	: 1302	863125	47.	Middlebrook Road, Phase [Great Seneca Highway to 1-270	+2 Lane Divided	N	91 .
CENSINGTON/WHEATON	••	153011	48.	<u>Layhill Road Widening</u> Georgia Avenue (MD 97) to Longmead Road	+2 Lane Divided	Υ "	90
	·	153181	49.	Forest Glen Road (MD 192) Georgia Avenue (MD 97) to Belvedere Place	2 Lanes	N	90
	••	Special Projects	50.	<u>Veirs Mill Road</u> Randolph Road to Connecticut Avenue (MD 185)	+2 Lanes	Y	88
	1399E	873183	51.	Glenmont Park and Ride Lot Georgia Avenue (MD 97) & Glenallan Avenue	300 Spaces	•	88
	1250	803498	52.	Belvedere Place Extension from Forest Glen Road (MD 192)	Residential Primary	Y	89
	1257	883102	53.	<u>Dewey Road</u> Dahill Road to Garrett Park Road	Residential Primary	N	91
ORTH BETHESDA	••	151024	54.	I-270 Widening Y Split to Montrose Road	+2 Lanes, CD Roads	. Y	90
	1334	853136	55.	Woodglen Drive Nicholson Lame to Security Lame	'4 Lanes	· ¥	. 88
	1306	813591	56.	Montrose Road Extension Phase III: Westmont Blvd. to Old Bridge Road	+2 Lanes	N .	88
LNEY	1267	823864	57.	Georgia Avenue (MD 97) Norbeck Road (MD 28) to MD 108	4 Lane Divided	. Y	89
	1252	783018	58.	Briars Road Connection to Olney-Laytonsville Road (MD 108)	Residential Primary	Y	90

TABLE 3.1 (continued)

Policy Area	PDF	Project'	Hap	Project Name (Underlined) with	Scope of	Approved Road	100% of Const.
******	No.	No.	No.	Phases and/or Limits	Improvement	Program of 7/1/87	Expenditures By
POTOMAC	1311	863131	59.	Oaklyn Drive	Arterial	Y	. 89
			•	Falls Road to Potomac	Road	•	
	1256	813595	60.	Democracy Boulevard Extension	2 Lanes ,	Y	89
				Gainesborough to Kentsdale			
	1318	863110	61.	Seven Locks Road	Safety	N	90
				Phase I: South of River Road to Dwight Drive	Widening		
ROCKVILLE	••	151024	62.	1-270 Widening	+2 Lanes,	Υ .	. 90
				Montrose Road to Shady Grove Road	CD Roads		
	••	151033	63.	Falls Road (MD 189) Interchange	New	Y	90
				Interchange with I-270	Interchange		
	••	151035	64.	1-270	4 Lanes	Y	89
				New Bridge at Ritchie Parkway	•		
	••	6S-11	65,	Gude Drive	+2 Lanes	Υ :	89
				Southlawn to MD 28			
	1314	823865	66.	Ritchie Parkway (1)	4 Lanes	Ņ	90
				Seven Locks Road to Rockville Pike (MD 355)		•	
	••	6E-11	67.	Ritchie Parkway (2)	+2 Lanes	N,	88
				Falls Road (MD 189) to Seven Locks Road			
SILVER SPRING/	••	151009	68.	1-495 Widening (Capital Beltway)	+2 Lanes	Y	90
TAKOMA PARK				Wisconsin Avenue (MD 355) to Georgia Avenue (MD 97)		•	

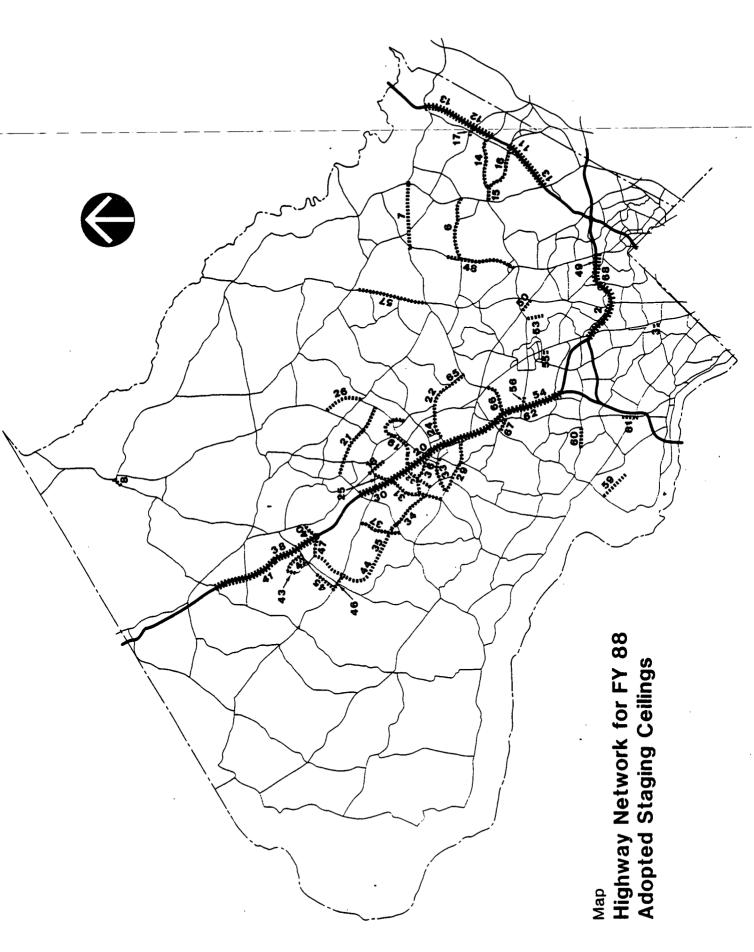


TABLE 3.3: LIST OF TRANSPORTATION PROJECTS BY POLICY AREA AND POSSIBLE FISCAL YEAR OF IMPLEMENTATION

M-NCPPC 11/30/87

			1 1	.1 .3				100% of Cor	struction	Expend	tures by	,
								T		FY 94	FY 95	FY 95
licy Area	•	PDF 4	Project	Map .		Scope of	FY 92	FY 92	FY 93	11 74	1" "	"
		No.	No.	No.	Phases and/or Limits	Improvement	╁┷╌	Augmented	ļ. 			اٺ
	!										1	
THESDA		• • •	151087	1.	1-495 Widening (Capital Beltway)	+2 Lanes	X	1		ļ		•
					Potomac River to River Road (ND 190)							
:						_	Ì			}		١
		1266	793369	2.	Friendship Boulevard	3 Lanes						X
			•		Willard Avenue to Western Avenue					Ì	ļ	
		•	· · · · · · · · · · · · · · · · · · ·								 	ļ
OVERLY		••	153337	3.	New Hampshire Avenue (MD 650): Phase !!	Under Design		`A			1	X
					Randolph Road to Spencerville Road (MD 198)		'			[ł	1
						,		j		1	1	1
		• •••	154002	4.	Intercounty Connector	Under Design	ł				1	X
					Norbeck Road (MD 28) to Columbia Pike (US 29)			1			1 1	
							 			 	 	
AMASCUS		1295	883105	5.	MD 124 Extension	2 Lanes	1		X		ļ	
					Main Street (MD 108) to Ridge Road (MD 27)		ŀ				•	1
						- .		 	·		ļ	
IRLAND/WHIT	E OAK		15REV3	6.	US 29 Widening	• •	1			NC	1	
					Bridge over New Hampshire Avenue (MD 650)		1				i	
											1	
		••	15REV2	7.	Intercounty Connector	Under Design	1			×	1	1
					US 29 to 1-95							
			•			•	1	1				1
	•	••	154002	8.	Intercounty Connector	Under Design				l.,		. X
-					Norbeck Road (MD 28) to Columbia Pike (US 29)	-:-						
			*		4							
		••	153337	9.	New Hampshire Avenue (MD 650): Phase 1	Under Design		Α .	•		X	
					Randolph Road to Spencerville Road (MD 198)	:	1				ļ	i
							1					
	:		152019	10.	US 29 Improvement Study	Under Study	ŀ			1	1	X
					1-495 to Howard County *		1		1	l .		ł
							1					i
	,	1254	883103	× 11.	Briggs Chaney Road Widening	+2 Lane	١.			×]	1
					Automobile Boulevard to ICC Alignment	Divided	1			ļ	i	İ
				•	i		· .				1	1
		1326	873122	12.	US 29 HOV	Reversible	ŀ			NC	İ	
					1-495 to Sandy Spring Road (MD 198)	Median Lane					l	1
-,		·					ļ					ļ
AITHERSBURG	EAST	• •	154002	13.	Intercounty Connector	Under Design	l · i		x			
			. ;		1-370 to Shady Grove Road					i		
		:	•		No. of the second			1	٠.			l
		1269	863116	14.	Germantown/Montgomery Village Connector	Under Study	NC	j				ł
								i				1
		1284	863117	15.	Intercounty Connector	4 Lane	•		• х			l
					Shady Grove Road to Norbeck Road (MD 28)	Divided]					
		1296	873113	16.	MD 124/Shady Grove Connector	2 Lanes .		- 1	` X			1
					Railroad Street to Crabbs Branch Way Extension		· [1				l
	'											l
		1276	883101	17.	Goshen Road	+2 Lane			x	-		l
					O'dend'hal Road to Warfield Road	Divided		1	1			
		1304	883106		Montgomery Village Avenue/Wightman Road		1			;		
								1			*	
				18.	a. Montgomery Village Avenue	+2 Lanes			NC	- 1		
					Lost Knife Road to Wightman Road		- 1	. 1	- ;			
			•		•			1	}	l		
				19.	b. Wightman Road	+2 Lanes	ì	ŀ	×	ŀ	1	
					Montgomery Village Avenue to Goshen Road	ļ		İ	ļ	1		
				7.		,	1	ļ	I	ŀ	1	
		1332	883109	20.	Watkins Mill Road Extended	5 Lane	1	·)	x	- 1	- [
					Clopper Rd (MD 117) to Frederick Ave (MD 355)	Arterial	1	- 1	Į	- 1		
						ļ	- 1	- 1		- 1		
		1399F	883190	21.	Shady Grove Metro Parking	ļ		- 1		- 1		
					Phase II: East Parking Garage Addition	800 Spaces	x	- 1	Ţ	I	1	

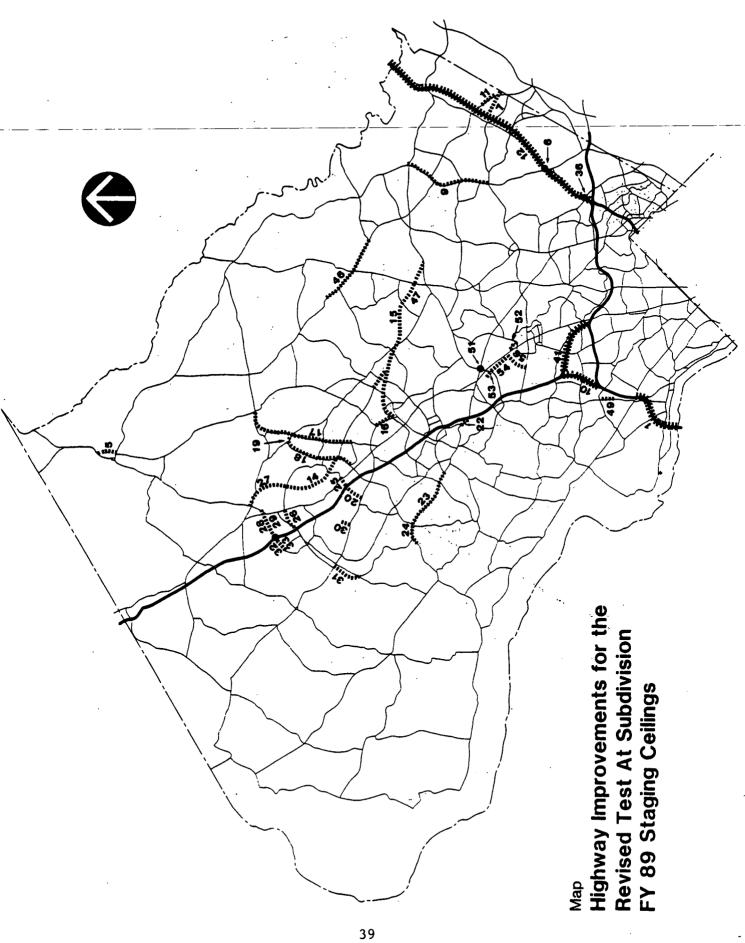
X = Counted in the Year Shown; A = Augmentation to the FY 92 Network NC = Not Counted Due to the Completion Schedule Not Being Firm and Reliable

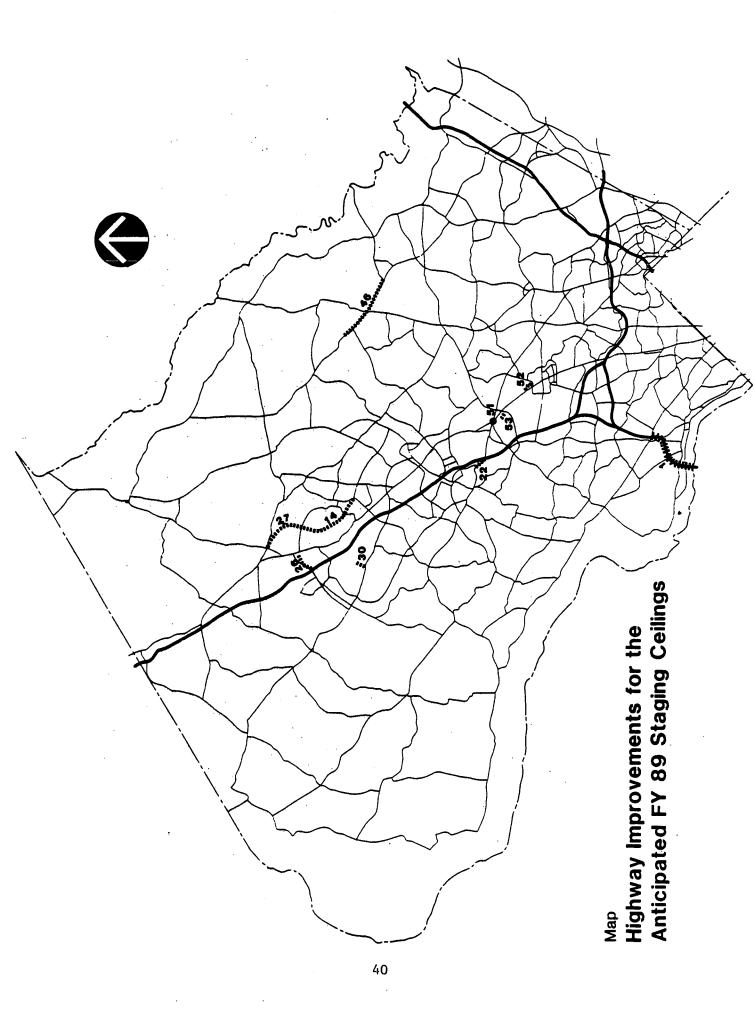
							100% of Con	,			
olicy Area	PDF	Project	Map	Project Name (Underlined) with	Scope of	FY 92	FY 92	FY 93	FY 94	FY 95	FY 95+
	No.	No.	No.	Phases and/or Limits	Improvement	+	Augmented			 	
Liturardimo (Est	••	153324		ND 78 Palacation and Uidenian		1		1			
ITHERSBURG WEST	••	173324		MD 28 Relocation and Widening		1		1	'		
			22.	a) 1-270 to Key West Avenue	Under Design	×		1]	
			23.	b) Key West Avenue to Jones Lane	Under Design				×		
											,
			24.	c) Quince Orchard Road (MD 124)	Under Design				×		
	1332	883109	25.	Watkins Mill Road Extended	5 Lane		1	×]
				Clopper Road (MD 117) to	Arterial					1	l
				Frederick Avenue (MD 355)				1			
RMANTOWN EAST	1293	863171	26.	ND 118 Relocated (Germantown Road)	+4 Lanes	×	 	·		t	
			•	Phase II: 1-270 to MD 355							
	1269	863116	27.	Germantown/Montgomery Village Connector	Under Study	NC		•			
		577445		Commenter Dation and Internal		1					}
	1271	873115		Germentown Drive and Interchange		1 .		· ·			
•			28.	a) Germantown Drive Interchange	Interchange,	1	A	1	NC	×	
			29.	b) Germantown Drive: Phase I	2 Lanes		A	×			l
				c) Germantown Drive: Phase II	4 Lanes	1	A	1		×	l
			•	d) Germantown Drive: Phase III	6 Lanes		A				x
RMANTOWN WEST	1330	883108	30.	Waring Station Road	4 Lane	X	ļ ·				<u> </u>
			J-•	Clopper Road (MD 117) to B & O RR	Arterial						
	1293	863171	31.	HD 118 Relocated/Germantown Road					×		
	1673	003171	J1.	Phase III: Clopper Road to Riffleford Road	4 Lanes						
					, .						
	1271	873115		Germantown Drive and Interchange							
			32.	a) Germantown Drive Interchange	Interchange		. A		NC	x	
			33.	b) Germantown Drive: Phase I	2 Lanes	1	A	×	•		
				c) Germantown Drive: Phase II *	4 Lanes	-	A			×	ł
	•			d) Germantown Drive: Phase III	6 Lanes		A .				x
	1399L	763644	34.	Germantown Commuter Rail Station			.				
		· -,= = · ·		Phase III Parking	250 Spaces				x		
IS I NGTON/WHEATON		152019	35.	US 29 Improvement Study	Under Study	 					×
				I-495 to Howard County Line	3.700. 3 COM						^
	••	15REV3	36.	US 29 Widening	Grade				NC		
				Interchange at MD 193 (Four Corners)	Separation						
		154002	37.	Intercounty Connector	Under Design	Ì] ,				×
				Norbeck Road (MD 28) to Columbia Pike (US 29)	J J. 4 4 1 201]				,
	13990	773954	38.	Glermont Metrorail Line	Station at			•			x
				Extension to Glermont	Glenmont			ĺ			
	1274	813592	39.	Glenatian Avenue	+1 Lane						×
	16/4	913376	J7.	Georgia Ave (MD 97) to Layhill Road (MD 182)	· 1 Cared						*
		707 (70	/6	Clarent Yard Access Basil	3 1 amar			İ			
	1275	793179	40.	Glermont Yard Access Road Layhill Road (MD 182) to Metrorail Yard	2 Lanes		1 1			i 1	X

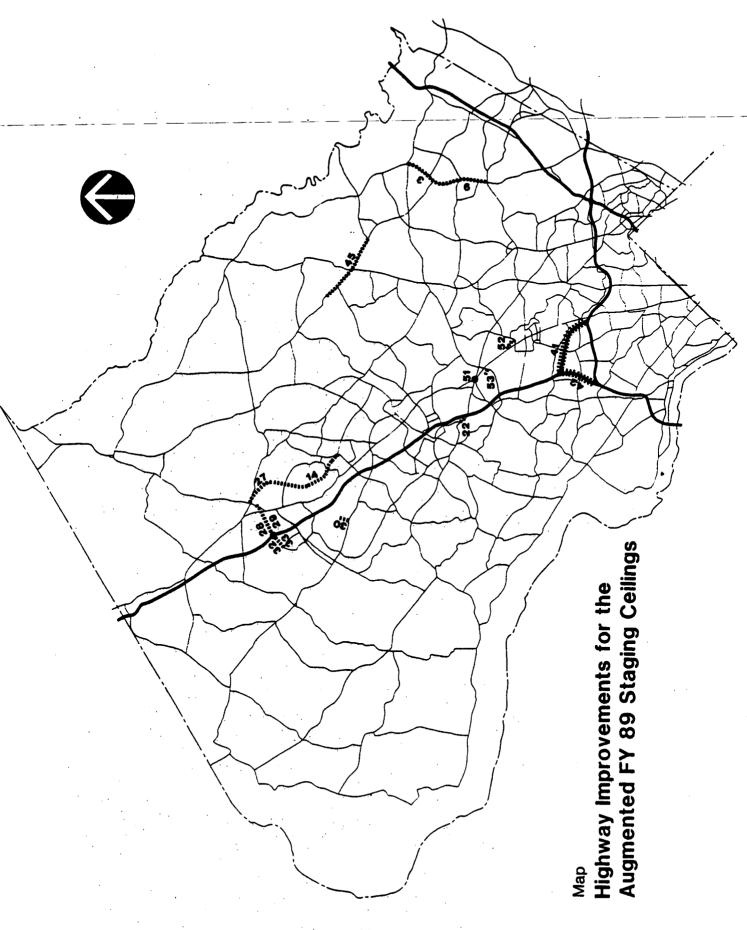
X = Counted in the Year Shown; A = Augmentation to the FY 92 Network NC = Not Counted Due to the Completion Schedule Not Being Firm and Reliable

L						100% of Construction Expenditures by					
Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	FY 92	FY 92 Augmented	FY 93	FY 94	FY 95	FY 95+
NORTH BETHESDA		151105	41.	1-270: East Spur Y Split to 1-495	+2 Lanes (Under Study)		A		x 		
	••	151104	42.	1-270: West Spur Y Split to 1-495	+2 Lanes (Under Study)		A			×	
	••	153364	43.	Rockville Pike (MD 355) at Montrose/Randolph Roads and B&O RR	Grade Separation			3			x
	1261	813594	44.	<u>Edson Lane</u> Rockville Pike (MD 355) to Woodglen Drive	Residential Primary			NC			
•	1344	813691	45.	1-270 Overpasa Westlake to Fernwood Road	2 Lanes						x
DLMEY		••	46.	Olney-Sandy Spring Road (MD 108) Olney Mill Road to Dr Bird Road	+2 Lanes	x					
	1284	863117	47.	Intercounty Connector Shady Grove Road to Norbeck Road (MD 28)	4 Lanes			x			
POTOMAC		15New1	48.	<u>Falls Road (MD 189)</u> River Road to Ritchie Parkway	Project Planning Study	•		,			x
	1318	863110	49.	<u>Seven Locks Road</u> Phase II: Dwight Drive to Bradley Boulevard	Safety Widening			x	•		
	1344	813691	50.	1-270 Overpass Westlake Fernwood	2 Lanes						X
ROCKVILLE	<i>i</i> -	6H11	51.	MD 355/MD 28 Intersection Improvement	+2 Lanes on MD 355	х					
	••	8811	52.	<u>Chapman Avenue</u> Halpine Road to Rockville Pike (MD 355)	4 Lanes	x					
	••	8C11	53.	<u>Fleet Street</u> Richard Montgomery Drive to Ritchie Parkway	4 Lanes	x :					
	••	8012	54.	<u>Jefferson Parkway</u> Ritchie Parkway to East Jefferson Street	4 Lanes			х			
	••	8F11	55.	Rockville Pike Corridor Grid Streets	·	x					
	••	8E11	56.	<u>Montrose-Jefferson Bypass</u> Montrose Road to East Jefferson Street	4 Lanes			NC			
SILVER SPRING/ MAKOMA PARK	1322	873116	57.	Silver Spring Roadway Improvements (Specific improvements still to be selected)	Under Study						x

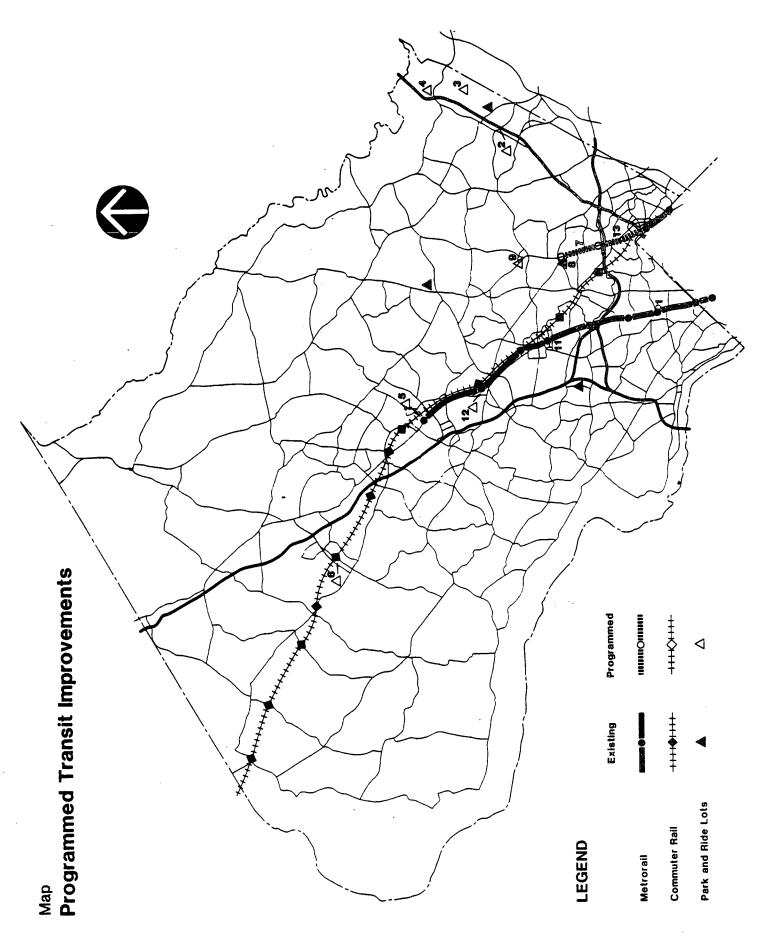
X = Counted in the Year Shown; A = Augmentation to the FY 92 Network NC = Not Counted Due to the Completion Schedule Not Being Firm and Reliable







Policy Ares.	PDF	Project	Map	Transit Project	Scope of	100% of Const.
	No.	No.	No.	and Limits	Improvement	Expenditures By
BETHESDA	1399A	843176	1.	Bethesda Metro Underpass	Pedestrian	88
			•	Wisconsin Avenue (MD 355) at East-West	Underpass	
				Highway (MD 410)	·	
FAIRLAND/	1399C	783384	2.	Commuter Fringe Parking Lots	100 Spaces	88
WHITE OAK	13776	703304	٤.	Seventh Day Adventist Lot	Too spaces	33
	1399P	883152	3.	Greencastle Lakes Park and Ride Lot	150 Spaces	88
• •				Greencastle Road near Columbia Pike (US: 29)		
	13990	883153	4.	Burtonsville Park and Ride Lot	501 Spaces	88
				Columbia Pike (US 29) northeast of Sandy		
				Spring Road (MD 198)		
GAITHERSBURG	1399F	883190	5.	Shady Grove Metro Parking	850 Spaces	89
EAST				Phase I: Garage at the Shady Grove Metro		
				Station		
					470	
GERMANTOWN	1399L.	763 64 4-	6.	Germantown Commuter Rail Station	138 Spaces	88
WEST .				Phase I & II: Germantown Station		•
KENSINGTON/	13990	773954	7.	Glenmont Metrorail Line	Wheaton and	90
WHEATON -				Extension to Wheaton	Forest Glen	
					Stations	
	1399N	783131	8.	Wheaton Station Enhanced Parking	900 Spaces	90
				At Wheaton Station		
	47005	037407	•	Classes Back and Bide Lon	300 Spaces	88
	1399E	873183	9.	Glenmont Park and Ride Lot Phase I: Georgia Avenue (MD 97) at	Juu spaces	~
				Glenallan Avenue		
				Grenarian Avenue		
	1399K	883138	10.	Ride-On Bus Acquisition	31 Buses	89
				Expanded Service for Metro Opening.		
NORTH	1365	873190	11.	Metro Station Bicycle Parking	Garages at	91
BETHESDA	1.503	J. J. 170	• • •	Bicycle Parking Garages	2 to 4 Stations	
ROCKVILLE	1399N	783131	12	Metrorail Add-On Facilities	135 Spaces	.88
				Rockville Station Parking	•	
SILVER SPRING/	13990	773954	13.	Glenmont Metrorail Line	Wheaton and	90
TAKOMA PARK				Extension from Silver Spring to Wheaton	Forest Glen	
					Stations	



SCHOOL PROJECTS IN THE BOARD OF EDUCATION'S REQUESTED FY 89 CAPITAL BUDGET AND THE FY 89 TO FY 94 CAPITAL IMPROVEMENTS PROGRAM

School Additions

lair
lair
lair
lair
•
edy
edy
y Chase
yy Chase
hill
chill
chill
on
on
on
on ,
gomery
gomery
i sa i
y ·
tton
otton
C C C E E

^{*} Schools included in Board of Education's Requested FY 89 Capital Budget and FY 89 to 94 Capital Improvements Program, but excluded in the AGP school analysis tables because construction schedule is outside 4 year AGP time frame.

Source: Board of Education's Requested FY 89 Capital Budget and the FY 89 to 94 Capital Improvements Program, November 25, 1987.

Note: Included with the additions are modernizations which would increase school capacities.

SCHOOL PROJECTS IN THE BOARD OF EDUCATION'S REQUESTED FY 89 CAPITAL BUDGET AND THE FY 89 TO FY 94 CAPITAL IMPROVEMENTS PROGRAM

New Schools

School Name	Opening Date	Total Capacity	High School Cluster
Dalling Warmana Flor	1988	866	Montgomery Blair
Rolling Terrace Elem.	1988	635	Montgomery Blair
New Hampshire Estates Elem.		800	Paint Branch
Briggs Chaney Middle	1990	740	Paint Branch
Greencastle Elem.	1988	·	
Olney Area 89 Elem.	1989	640	Sherwood
**Olney Area 93 Elem.	1993	640	Sherwood
North Springbrook Elem.	1991	740	Springbrook
* Walt Whitman High	1991	1840	Walt Whitman
Moyer Road Elem.	1988	740	Damascus
Goshen Elem.	1988	740	Gaithersburg
Hadley Farms Elem.	1990	740	Gaithersburg
Strawberry Knolls Elem.	1988	718	Gaithersburg
Watkins Mill High	1989	1620	Watkins Mill
Clear Spring Elem.	1989	740	Watkins Mill
Redland Elem.	1991	640	Zadok Magruder
Germantown Area 91 Elem.	1991	740	Seneca Valley
**Germantown Area 93 Elem.	1993	740	Seneca Valley
	1988	740	Seneca Valley
Waters Landing Elem.		740 740	Quince Orchard
Quince Orchard Area Elem.	1990	,	•
Quince Orchard High	1988	2055 .	Quince Orchard
Muddy Branch Elem.	1988	740	Thomas S. Wootton

Reopened Schools

School Name	Opening Date	Total Capacity	High School Cluster	
Cloverly Elem.	1989	450	Paint Branch	

^{*} New school to replace existing facility in 1991.

Source: Board of Education's Requested FY 89 Capital Budget and the FY 89 to 94 Capital Improvements Program, November 25, 1987.

^{**} Schools included in Board of Education's Requested FY 89 Capital Budget and FY 89 to 94 Capital Improvements Program, but excluded in the AGP school analysis tables because construction schedule is outside 4 year AGP time frame.

APPENDIX 2:

POLICY
AREA
STAGING
CHARTS
AND
STATISTICAL
PROFILES

	A	•	8		С	•	D	I	Έ	•
	 Pipeli Appro Subdiv (As of 1 (Base=	ved ions 0/8/87) 1987)	Ceiling for U FY (Base FY 88 (Base	88 d on AGP) 1987)	Remair Capeci Unde FY 88 (As of 10 (Base=1 (B-A	ity * ar * AGP * 0/8/87) * 1987) *	FY 8 Cei Base 5th Y	ear of -93 CIP 	Antici FY 85 Remai Capac Basec Sth Ye FY 88- (D-A	AGP ining inity in its
POLICY AREA(#3)	108s	HU	1085	HU	280L	#U *	108S	ни	JOBS	:HU 1
Bethesda CBD(#7) Bethesda/Chevy Chase(#7) Bethesda	9,833 1,341 11,174	850 707 1,557	İ	4,105	5,172	* 2,548	9,246 11,100	1,865 4,240	(587) 9,759	1,015 ¹ 3,533 ¹
Cloverty(#8) Damascus(#9) Fairland/White Oak(#10)	82 246 10,006	821 535 5,295	854	(468) (129) 4,240	509 608 (4,720)	(1,289)* (664)* (1,055)*	854	(218) (129) (129)	259 608 (8,720)	(1,039)¹ (664)¹ (3,055)¹
Gaithersburg East Gaithersburg West Germantown East Germantown West	17,548 20,590 5,167 7,935	7,564 4,222 2,048 5,081	21,307	9,545 7,240 678 3,124	(2,611) 717 (1,171) (970)	1,981 * 3,018 * (1,370)* (1,957)*	23,307 5,746	9,545 10,240 2,178 3,624	(2,611) 2,717 579 (970)	1,981 1 6,018 1 130 1
Kensington/Wheaton(#8) North Bethesda Olney Potomac(#11)	2,554 9,539 698 428	4,875 2,593 2,922 2,336	8,916 1,113	5,710 2,421 3,313 4,493	8,630 (623) .415 2,867	835 * (172)* 391 * 2,157 *	7,184 8,916 .2,613 .3,295	7,710 2,421 5,313 4,493	4,630 (623) 1,915 2,867	2,835 (172)* (172)* 2,391 *
Rockville(#12) Silver Spring CBD(#13) Silver Spring/Takoma Park(#13)	14,000 4,085 880	850 383 207	•	3,383 824	10,750 500	3,000 * 617 *	20,325 14,835 1,380	2,753 3,383 824	.6,325 10,750 500	1,903 ⁴ 3,000 ⁴ 617 ⁴
TOTAL CAPACITY FOR NEW SUBDIVISIONS	======== 104,932	41,289	 126,330	 50,829	31,493	15,450 *	132,330	 60,829	40,322	25,580

Footnotes continued on next page

The ceilings indicate the amount of jobs or housing units by which the road capacity in the anticipated FY 89-94 CIP or FY 88-93 CTP exceed the estimated level of development as of January 1, 1987. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the anticipated FY 89 ceiling.

²Capacity remaining after the pipeline is subtracted from the ceilings desired from road capacity in the anticipated FY 89-94 CIP or the FY 88-93 CTP shown in the previous column.

³Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

⁴Total number of jobs or housing units in subdivisions approved up to October 8, 1987. This total includes buildings which were completed between January 1, 1987 and December 31, 1987.

⁵The ceilings indicate the amount of jobs and housing units by which the road capacity in the adopted FY 88-93 CIP or FY 87-92 CTP exceed the estimated level of development as of January 1, 1987. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the anticipated FY 88 ceiling.

⁶Capacity remaining after the pipeline is subtracted from the staging ceilings adopted in the FY 88 AGP and shown in the previous column.

⁷Staging Ceilings were not adopted for Bethesda CBD and Bethesda/Chevy Chase as separate policy areas in the FY 88 AGP.

⁸Staging Ceilings were adjusted from those adopted in the FY 88 AGP to better balance the projected build out of Jobs and Housing Units.

⁹Pipeline adopted in the FY 88 AGP have been revised to reflect the correction of an accounting error of existing development in the Damascus Policy Area.

¹⁰Staging Ceilings are estimated based upon roadway level of service standard as a Group III. All of the tests to confirm these values for the ceilings have not been completed as of December 1, 1987.

11Staging Ceilings are not used for this policy area.

¹²Staging Ceilings were not adopted for Rockville in the FY 88 AGP. Final interpretation of which projects to rely upon from the Rockville CIP were still under discussion as of December 1, 1987.

¹³Since the FY 88 AGP was adopted, an amendment was made to separate Silver Spring into two policy areas. The Pipeline, Ceiling and Remaining Capacity reflect the numbers that were adopted on November 10, 1987, as part of the Silver Spring amendment to the FY 88 AGP.

FY 89 Augmented "A"

					•••••		*****	******		
1	ļ A	•	6	B	l c	4	· F		G	•
	Pipeli Appro Subdiv (As of 1 (Base=	ne of ved ions 0/8/87) 1987)	Ceiling for U (Base FY 88	Adopted Use in 88 ed on LAGP)	Remair Capac Undi FY 88 (As of 10 (Base= (8-/	ning * ity * er * AGP * * 1987) * *	Propose AGP C Base Sth Y FY 8	d FY 89 leiling d on ear of 8-93 Plus ted "A"	Proposed AGP Ren Capacity on 5th Y FY 86 CIP F Augment (F-A	maining * y Based * fear of * 3-93 * Plus * ted "B" *
I TOURS AREA(RS)	J08S	HU	1082	HU	1082	KU *	1082	HU	JOBS	KU *
Bethesda CBD(#7) Bethesda/Chevy Chase(#7) Bethesda	9,833 1,341 11,174	850 707 1,557	•	4,105	 5,172	2,548 *	9,246 11,100	1,865 4,240	(587) 9,759	1,015 * 3,533 *
Cloverly(#8) Demescus(#9) Fairland/White Oak(#10)	82 246 10,006	821 535 5,295	•	(468) (129) 4,240		(1,289)* (664)* (1,055)*	854	1,782 (129) 2,740	259 608 (8,220)	961 * (664)* (2,555)*
Gaithersburg East Gaithersburg West Germantown East Germantown West	17,548 20,590 5,167 7,935	7,564 4,222 2,048 5,081		9,545 7,240 678 3,124	(2,611) 717 (1,171) (970)	1,981 * 3,018 * (1,370)* (1,957)*	23,307 6,746	9,545 10,240 2,678 3,624	(2,611) 2,717 1,579 (470)	1,981 * 6,018 * 630 * (1,457)*
 Kensington/Wheaton(#8) North Bethesda Olney Potomac(#11)	 2,554 9,539 698 428	4,875 2,593 2,922 2,336	8,916 1,113	5,710 2,421 3,313 4,493		835 * (172)* 391 * 2,157 *	7,184 18,416 2,613 3,295	7,710 6,921 5,313 4,493	4,630 8,877 1,915 2,867	2,835 * 4,328 * 2,391 * 2,157 *
Rockville(#12) Silver Spring CBD(#13) Silver Spring/Takoma Park(#13)	14,000 4,085 880	850 383 207	 14,835 1,380	3,383 824	10,750 500	3,000 * 617 *	20,325 14,835 1,380	2,753 3,383 824	6,325 10,750 500	1,903 * 3,000 * 617 *
TOTAL CAPACITY FOR NEW SUBDIVISIONS	======== 104,932	41.289	 126,330	 50,829	31,493	* 15,450	143.830	ا ا . ا . 68.111	50.199	********** * 31.369 *

The ceilings indicate the amount of jobs or housing units by which the road capacity in the augmented A FY 89-94 CIP or FY 88-93 CTP exceed the estimated level of development as of January 1, 1987. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the augmented A FY 89 ceiling.

²Capacity remaining after the pipeline is subtracted from the ceilings derived from road capacity in the augmented A FY 89-94 CIP or the FY 88-93 CTP shown in the previous column.

 $^{^{3-13}}$ These footnotes are the same as those shown on the Anticipated FY 89 Ceiling Table.

							****	****	******	*****
!	A	. !	8	I	С	•	Н	1	I	*
 	Pipelin Approve Subdivie (As of 10,	ed ons /8/87)	Ceiling for Us FY 8 (Based FY 88 (Base=1	e in 8	Remain Capeci Unde FY 88 ((As of 10)	ty * r * AGP * /8/87) *	Proposed AGP Ce 8ased 5th Ye FY 88 CIP P	iling on ar of -93 lus	Proposed AGP Rem Capacity on 5th Y FY 88 CIP P Augment	Based * Based
!	(#4	,	(約))	(B-A (#6	•	(#1) l	(#2	
POLICY AREA(#3)	108S	, HU	logs	ки	1082		1082	HU	1082	* KU *
************	*222222288	850	10224925485	333333333 1	19256888223	*************	9,246	1,865	(587)	********** * 1,015
Bethesda CBD(#7) Bethesda/Chevy Chase(#7)	9,833 1,341	707		i		*	11,100	4,240	9,759	3,533 *
Bethesda	11,174	1,557	16,346	4,105	5,172	2,548 *				
Cloverly(#8)	82	821	591	(668)	509	(1,289)*	341	1,782	259	961 *
Damescus(#9)	246 -	535	854	(129)		(664)*	854	(129)		(664)*
Fairland/White Oak(#10)	10,006	5,295	5,286	4,240	(4,720)	(1,055)*	1,786	2,740 ((8,220)	(2,555)*
Gaithersburg East	17,548	7,564	14,937	9,545	(2,611)	1,981 *	14,937	9,545	(2,611)	1,981
Gaithersburg West	20,590	4,222	•	7,240	717	3,018 *	23,307	10,240	2,717	6,018
Germentown East	5,167	2,048	3,996	678	(1,171)	(1,370)*	10,746	5,678	5,579	3,630
Germantown West	7,935	5,081	6,965	3,124	(970)	(1,957)*	8,965	3,624	1,030	(1,457)
Kensington/Wheaton(#8)	2,554	4,875	11,184	5,710	8,630	835 *	7,184	7,710	4,630	2,835
North Bethesda	9,539	2,593	-	2,421	•	(172)*	18,416	6,921	8,877	4,328
Olney	698	2,922	•	3,313		391 *	2,613	5,313	1,915	2,391
Potomac(#11)	428	2,336	•	4,493	2,867	2,157 •	3,295	4,493	2,867	2,157
	14,000	850			 	*	20,325	2,753	6,325	1,903
Rockville(#12)	1 4,085	383	1 14,835	3,383	1 10,750	3,000 *	•	3,383	10,750	3,000
Silver Spring CBD(#13) Silver Spring/Takoma Park(#13)		207	1,380	824	500	617 *	1,380	824	500	617
***************************************		:0228222	**************************************	22222888	======================================	*======================================		121119356	======================================	.=======
FOR NEW SUBDIVISIONS	 104,932	41,289	1 126,330	50,829	31,493	15,450 *	149,330	71,111	55,229	34,369

The ceilings indicate the amount of jobs or housing units by which the road capacity in the augmented B FY 89-94 CIP or FY 88-93 CTP exceed the estimated level of development as of January 1, 1987. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the augmented B FY 89 ceiling.

 $^{^2}$ Capacity remaining after the pipeline is subtracted from the ceilings derived from road capacity in the augmented B FY 89-94 CIP or the FY 88-93 CTP shown in the previous column.

 $^{^{3-13}}$ These footnotes are the same as shown on the Anticipated FY 89 Ceiling Table.

Revised Test at Subdivision Ceilings for FY 88

	A 	•	B		C		' j		K	
			Ceiling	Adopted	Remair	ning *	Ceil	ing	Remair	ning
	Pipeli	ne of	for U	se in	Capacity *		* for Use with		Capacity Under	
·	Appro	ved	FY .	88	Unde	er *	Revise	d Test	Revised Test	
	Subdiv	ions	(Base	d on	FY 88	AGP =	at Subd	ivision	at Subdi	ivision
	(As of 1	0/8/87)	FY 88	AGP)	(As of 10)/8/87) *	Ceil	ings	Ceili	ings
	(βase≖	1987)	(Base=	1987)	(Base=	1987) *	for F	Y 88	for FY	88
	l			. [(B-/	1) *		1	(1-1)	()
POLICY AREA(#3)	(#	4)	(#	5)	(#6	5) •	(#	1) [. (#2	2)
POLICE AREA(#3)	JOBS	HU	108S	HU	108\$	HU *	JOBS	HU .	JOBS	HU
======================================	======= 9,833	85 0	**************************************		123222222	**************************************	88888888	***************************************	**********	
Bethesda/Chevy Chase(#7)	1,341	707	•	ļ				1		
Bethesda	11,174	1,557	•	4,105	5,172	2,548 *	20,346	6,105	9,172	4,548.
Cloverty(#8)	82	821	591	(468)	50 9	(1,289)*	341	(218)	259	(1,039)
Damescus(#9)	246	535	854	(129)	608	(664)*	854	(129)	608	(664)
Fairland/White Oak(#10)	10,006	5,295	5,286	4,240	(4,720)	(1,055)*	9,786	3,240	(220)	(2,055)
Gaithersburg East	17,548	7,564	14,937	9,545	(2,611)	1,981 *	25,937	16,545	8,389	8,981
Gaithersburg West	20,590	4,222	21,307	7,240	717	3,018 *	25,307	14,240	4,717	10,018
Germantown East	5,167	2,048	3,996	678	(1,171)	(1,370)*	7,246	3,178	2,079	1,130
Germantown West	7,935	5,081	6,965	3,124	(970)	(1,957)*	7,715	4,124	(220)	(957)
(ensington/Wheaton(#8)	2,554	4,875	11,184	5,710	8,630	835 *	7,184	7,710	4,630	2,835
orth Bethesda	9,539	2,593	8,916	2,421	(623)	(172)*	12,666	4,671	3,127	2,078
Olney	698	2,922	1,113	3,313	415	391 *	3,113	6,063	2,415	3,141
Potomac(#11)	428	2,336	3,295 	4,493	2,867	2,157 *	3,295	4,493	2,867	2,157
Rockville(#12)	14,000	850		 		•	15,325	1,753	1,325	903
Silver Spring CBD(#13)	4,085	383	14,835	3,383	10,750	3,000 *	14,835	3,383	10,750	3,000
Silver Spring/Takoma Park(#13)		207	1,380	824	500	617 *	1,380	824	500	617
TOTAL CAPACITY		*********		 	*********	*		======================================	*******	***************************************
OR NEW SUBDIVISIONS	104,932	41 280	126,330	50,829	31,493	15 /50 +	155,330	76,329	50,838	39,408

¹The ceilings indicate the amount of jobs or housing units by which the road capacity in the RTAS FY 88-93 CIP or FY 87-92 CTP exceed the estimated level of development as of January 1, 1987. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the RTAS FY 88 ceiling.

 $^{^2}$ Capacity remaining after the pipeline is subtracted from the ceilings derived from road capacity in the RTAS FY 88-93 or the FY 87-92 CTP shown in the previous column.

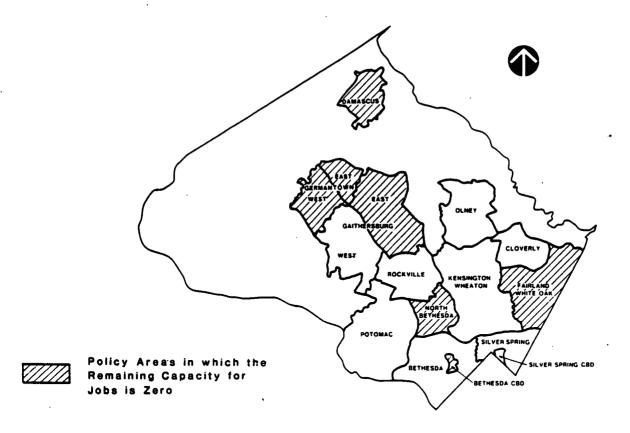
 $^{^{3-13}}$ These footnotes are the same as shown on the Anticipated FY 89 Ceiling Table.

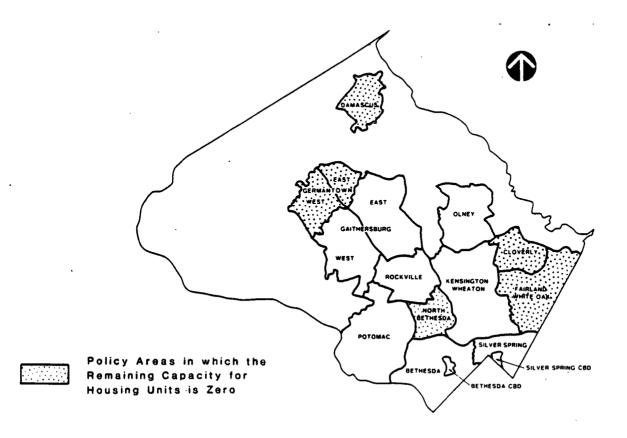
Į	A		В	ا	С		L	ا 	M	
! !	•		Ceiling	Adopted	Remain	ing *	Ceili	ing [Remain	ing
İ	Pipelio	ne of.	for Use in		Capacity *		* for Use with		Capacity Under	
1	Appro	ved	FY 8	38	Unde	r *	Revised	i Test	Revised	Test
1	Subdiv	i ons	(Based	d on	FY 88	AGP *	at Subdi	•	at Subdi	
	(As of 10	0/8/87)	FY 88	AGP)	(As of 10	/8/87) *	Ceili	ings	Ceili	•
	(Base=	1987)	(Base=	1987)	(Base=1	987) *	for Fi	r 89	for FY	
			ļ	l	(B-A			ا	(L-A	
1	(#	4)	· (#5	5)	(#6	•	(#1	l)	(#2	2)
POLICY AREA(#3)	J08S	HU	J08S) UH	JOBS	****************	1082	i	JOBS	HU
	******		*********	********	1222284858	*********	**********		*********	
Bethesda CBD(#7)	9,833	850	•				9,246	1,865	(587)	1,015
Bethesda/Chevy Chase(#)	1,341	707	•	,			11,100	4,240	9,759	3,533
Bethesda	11,174 	1,557	16, 346	4,105	5,172	2,548 *		 		
lloverly(#8)	82	821	591	(468)	509	(1,289)*		(218)		(1,039
Pamescus(#9)	246	535	854	(129)		(664)*		(129)		(664
Fairland/White Oak(#10	10,006	5,295	5,286	4,240	(4,720)	(1,055)*	9,786	3,990	(220)	(1,305
Gaithersburg East	17,548	7,564	14,937	9,545	(2,611)	1,981 *	25,937	16,545	8,389	8,981
Gaithersburg West	20,590	4,222	21,307	7,240	717	3,018 *	25,807	15,240	5,217	11,018
Germantown East	5,167	2,048	3,996	678	(1,171)	(1,370)*	10,496	6,678	5,329	4,630
Germantown West	7,935	5,081	6,965	3,124	(970)	(1,957)*	9,965	4,124	2,030	· (957
(ensington/Wheaton(#8)	2,554	4,875	11,184	5,710	8,630	835 *	7,184	7,710	4,630	2,835
lorth Bethesda	.9,539	2,593	8,916	2,421	(623)	(172)*	15,666	5,921	6,127	3,328
liney	698	2,922	1,113	3,313	415	391 *	3,113	6,063	2,415	3,141
Potomac(#11)	428	2,336	3,295	4,493	2,867	2,157 *	3,295	4,493	2,867	2,157
lockville(#12)	14,000	850			 	•	20,325	2,753	6,325	1,903
Gilver Spring CBD(#13)	4,085	383	14,835	3,383	10,750	3,000 *	14,835	3,383	10,750	3,000
ilver Spring/Takoma Prk(#13)		207	1,380	824	500	617 *	1,380	824	500	617
********************	******	******	P222222			*******	========	2222222		
TOTAL CAPACITY			1			*		-		
FOR NEW SUBDIVISIONS	104,932	41.289	126,330	50,829	31,493	15,450 *	169,330	83,829	64,618	46,158

The ceilings indicate the amount of jobs or housing units by which the road capacity in the RTAS FY 89-94 CIP or FY 88-93 CTP exceed the estimated level of development as of January 1, 1987. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the RTAS FY 89 ceiling.

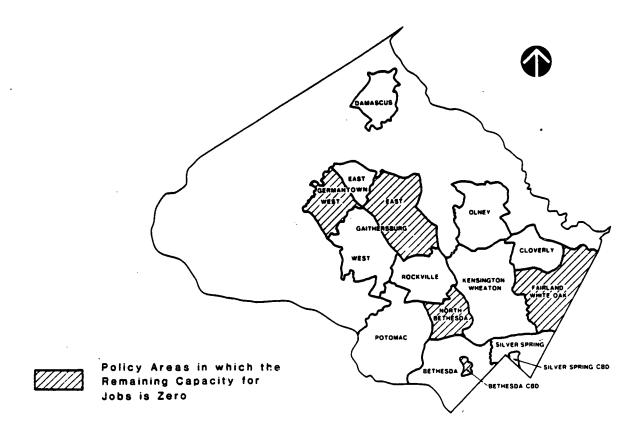
 $^{^2}$ Capacity remaining after the pipeline is subtracted from the ceilings derived from road capacity in the RTAS FY 89-94 or the FY 88-93 CTP shown in the previous column.

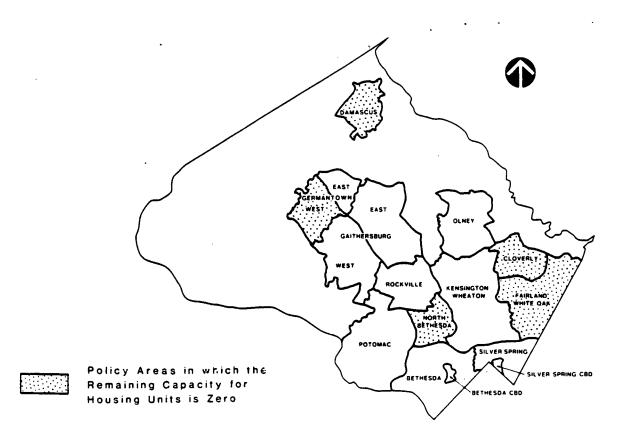
 $^{^{3-13}}$ These footnotes are the same as shown on the Anticipated FY 89 Ceiling Table.



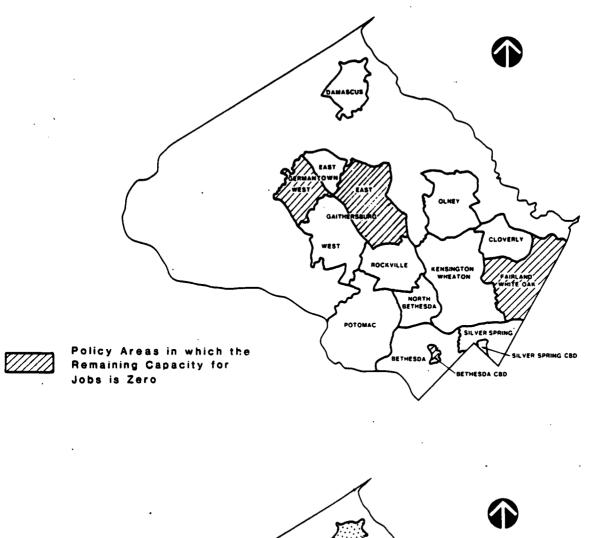


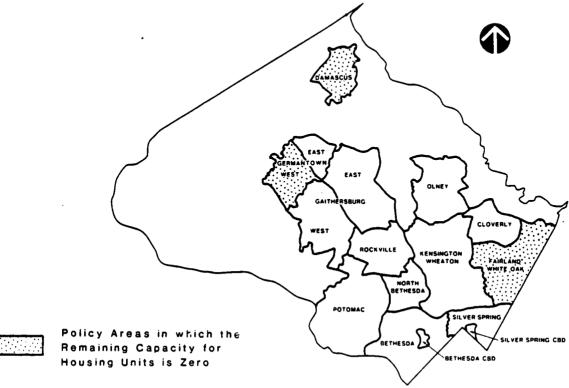
FY 88 Annual Growth Policy Remaining Staging Ceiling Capacity



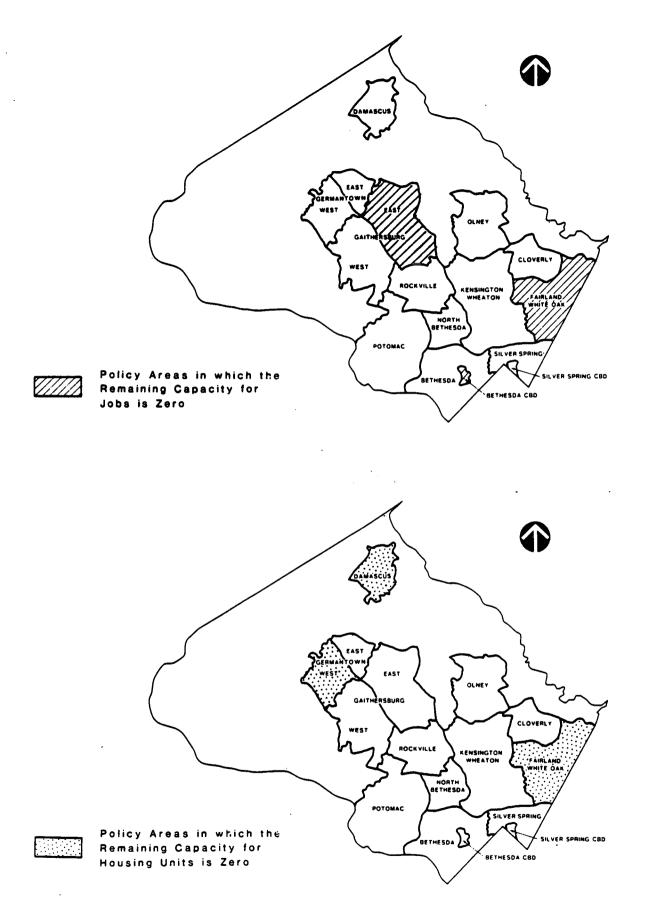


FY 89 Anticipated Annual Growth Policy
Remaining Staging Ceiling Capacity

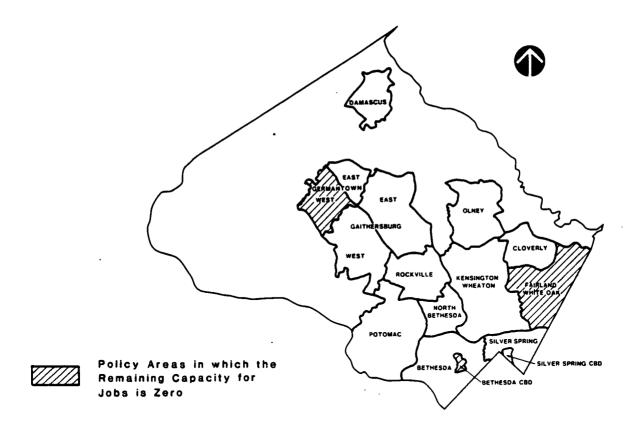


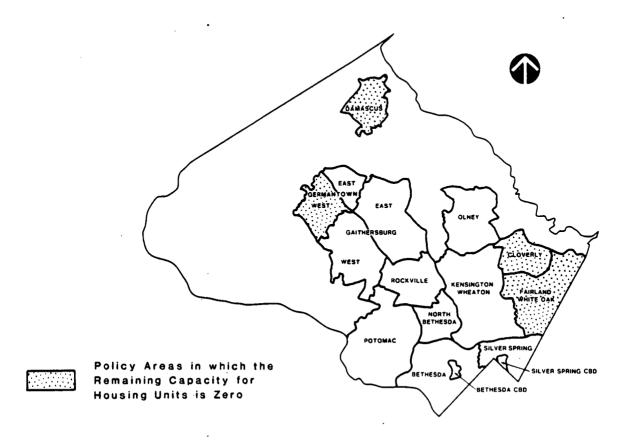


FY 89 Low Augmented Annual Growth Policy Remaining Staging Ceiling Capacity

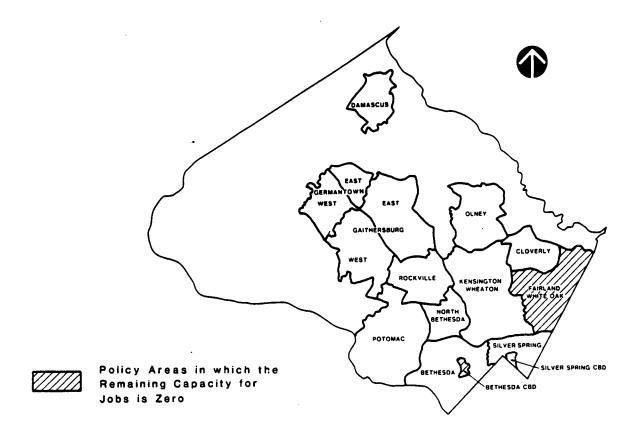


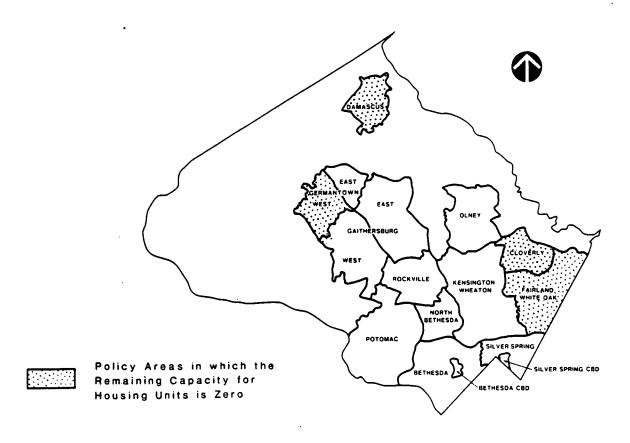
FY 89 High Augmented Annual Growth Policy





FY 88 Revised Test AT Subdivision Remaining Staging Ceiling Capacity





FY 89 Revised Test AT Subdivision Remaining Staging Ceiling Capacity

Staging Charts And Statistical Profiles

The following section has been included in the AGP to define terms frequently used in discussions of the administration of the APFO and to explain how to read the information on the staging charts found on the policy area fact sheets. Also included in the fact sheet are statistical profiles, representing a variety of demographic information on Montgomery County at the policy area level.

Explanation Of Staging Charts

AA Existing and Forecasted Housing: The number of built houses in the policy area.

Existing development is counted through January 1, 1987. Existing development is shown on the graphs by a hollow square and noted on the vertical axis at 3,072 housing units.

The market projection lines show three development forecasts through the year 2005. The assumptions behind these High, Intermediate and Low projections are found in Montgomery County Planning Department's staff report entitled "Trends and Forecasts".

A Pipeline: The number of subdivision approvals still to be built in the policy area.

The pipeline equals the difference between the existing base and the total number of built and approved housing units. The pipeline includes subdivision approvals through October 8, 1987. It also includes any houses completed since January 1, 1987. The actual number is listed on the policy area fact sheet as item A. The number of approved subdivisions located at 5,120 units on the Germantown East chart, is the sum of the existing base (3,072) plus what has been reported in the pipeline (2,048). By drawing a horizontal to the right of the pipeline to intersect the projection lines, we can estimate when the pipeline would be built out. In Germantown East, for example, the graph shows that the housing pipeline would be built out in 1993, assuming the high projection, 1995 assuming the intermediate projection and 1997 assuming the low projection.

FY88 Ceiling: The number of housing units which can be accommodated by the transportation capacity provided in the adopted FY88-93 CIP.

The FY88 ceiling is based on those transportation projects in the adopted FY88-93 CIP and State CTP for which 100% of the construction expenditures are allocated within the first four years of the CIP or CTP. In Germantown East, the graph shows that the FY88 Adopted Ceiling provides enough transportation capacity for approximately 3,750 housing units. This reflects an additional 678 units above the existing base which can be accommodated in the Germantown East policy area (see Appendix 1 for the CIP by policy area).

C FY88 Ceiling (Net Remaining): The difference between the FY88 ceiling and the pipeline.

This number reveals whether or not the FY88-93 CIP and the State FY87-92 CTP provide enough transportation capacity to support additional development beyond the pipeline. For the Germantown East Policy Area, the FY88 ceiling falls below the housing pipeline by 1,370 housing units. Therefore additional development could not be supported by the transportation projects available.

P FY89 Anticipated Ceiling: The number of housing units which can be accommodated by transportation capacity which is anticipated to be available in the fifth year of the FY88-93 CIP.

This number is based on transportation projects in the adopted FY88-93 CIP and State FY87-92 CTP for which 100% construction expenditures are programmed within the first five years of the CIP or CTP. In Germantown East, the graph shows that the FY89 anticipated ceiling could accommodate 2,178 housing units above the existing base.

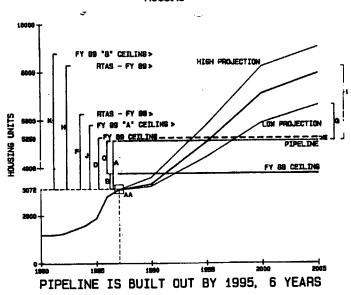
SAMPLE CHART

GERMANTOWN EAST STAGING CHARTS AND STATISTICAL PROFILE

	JOBS	HOUSING
Pipeline (10/8/87)	5,167	2,048
FY 88 Ceiling	3,996	678
Net Remaining	(1,171) (1,370)
FY 89 Anticipated Ceiling	5,746	2,178
Net Remaining	579	130
FY 88 RTAS Ceiling	7,246	3,178
Net Remaining	2,079	1,130
FY 89 RTAS Ceiling	10,496	6,678
Net Remaining	5,32	9 4,630
Augmented "A" Ceiling	6,746	2,678
Net Remaining	1,579	9 630
Augmented "B" Ceiling	10,746	5,678
Net Remaining	5,57	3,630



HOUSING



19	87 Estima	ites	General Plan	Characteristics of Households Which Moved Between 1979-1984				
	Number	Bank			<u>Number</u>	<u> Bank</u>		
Population	9,800	12		Mover Households (includes	73%	1		
Jobs	2,754	11"	33,000	movers to and within area)				
Housing Units	3,072	12	9,000	Average Number of School-Age Children by Structure Type:				
Jobs/Housing Ratio	.90	7		Mover Households				
Percent Who Work in Montgomery County	79%	1		Single-Family Multi-Family	.40 .11	12 8		
1983 Median Household Income	\$35,280	9		Non-Mover Households Single-Family Multi-Family	.60 N/A	7 N/A		
4000 Madian Cala	. Dries of	Mann	Ususina Ilaks	Previous Five Year Annu	al Growth	Trend		
1986 Median Sales	s Price of	IAGM	nousing units		Number	Rank		
	<u>Price</u>	Rank		Average Annual Job Capacity	230	9		
Single-Family Detached	\$130,590	9		Added by New Buildings	200	3		
Single-Family Attached	\$80,000	11		Housing Units Per Year	360	7		

E FY89 Anticipated Ceiling(net remaining): The difference between the FY89 anticipated ceiling and the pipeline.

For the Germantown East Policy Area, the FY89 anticipated ceiling can accommodate an additional 130 housing units above the pipeline.

FY88 RTAS Ceiling: The number of housing units which can be accommodated by transportation capacity made available in 1988 by the Revised Test at Subdivision (RTAS).

This number is based on a revised computation of staging ceilings in policy areas where the Planning Department's intermediate forecasts indicate that the pipeline will not be built out until after the sixth year of the Adopted FY88-93 CIP and State FY87-92 CTP. The RTAS allows the ceiling to be calculated based on transportation projects that would have 100% of the construction expenditures within the first seven years of the adopted CIP or CTP. In Germantown East, the FY88 RTAS Ceiling will provide 3,178 additional housing units above the existing base.

G FY88 RTAS Ceiling (Net Remaining): The difference between FY88 RTAS and the pipeline.

Using the FY88 RTAS ceiling, Germantown East would have capacity to accommodate an additional 1,130 housing units above the pipeline.

FY89 RTAS Ceiling: The number of housing units which can be accommodated by the transportation capacity made available in 1989 by the Revised Test at Subdivision.

Under similar guidelines as stated for the FY88 RTAS, except that the pipeline will not be built out until after FY94, the RTAS allows the ceiling to be calculated based on transportation projects that would have 100% of the construction expenditures within the first seven years of the adopted CIP or CTP. The FY89 RTAS capacity estimates transportation capacity above the existing base for Germantown East of 5.178 housing units.

FY89 RTAS Ceiling (Net Remaining): The difference between the FY89 RTAS Ceiling and the pipeline.

Using the FY89 Anticipated Ceiling, Germantown East could accommodate an additional 3,130 housing units above the pipeline.

Augmented A Ceiling: The number of housing units which could be accommodated by transportation capacity made available through the acceleration of several transportation projects.

Augmented A represents a ceiling which would be made available if a list of projects prepared by the Montgomery County Executive and Department of Transportation (DOT) are moved ahead quicker then originally anticipated. In the case of Germantown East, the Augmented A Ceiling would accommodate an additional 2,678 housing units above the existing base.

K Augmented B Ceiling: The number of housing units which could be accommodated by transportation capacity made available through the acceleration of a more extensive transportation project list.

Augmented B represents a more extensive list of projects prepared by the Montgomery County Executive and DOT. This scenario would accommodate an additional 5,678 housing units above the existing base.

The following list describes the information presented in the statistical profile and identifies from where and how these numbers were estimated.

1987 Estimates



The population estimate is taken from the Montgomery County Planning Department's Demographic model which divides the County into planning areas. Where the planning area boundary differs from that of the policy area boundary, population is estimated by multiplying the number of households in the policy area by the planning area average household size. Population numbers identified by an asterisk have been estimated by this method.

W Jobs:

The 1987 estimate labeled "jobs" is the number of jobs which can be accommodated in the area's employment related buildings, using standard factors of square feet per employee. It excludes construction workers and self employment but includes the employment capacity of buildings even if they are vacant. New commercial buildings are assessed when they are shown on the completion list which is provided by the Maryland State Department of Assessment and Taxation.

N Housing Units:

The 1987 completed housing units count is estimated by using the "1980 U.S. Census of Population and Housing" as the base and is updated quarterly using residential completions data from the Tax Assessment File.

O Job Housing Ratio:

Employment capacity of buildings divided by the number of housing units.

Percent who work in county:

Data obtained from the 1984 Census Update Survey.

1983 Median Household Income:

Data obtained from the 1984 Census Update Survey.

General Plan Holding Capacity For Housing:

This number was estimated by applying average expected development yield factors from actual subdivision experience. An estimate of MPDUs for projects generating 50 or more dwelling units is included. This estimate assumes redevelopment of all parcels in which land value exceeds improvement value.

S General Plan Holding Capacity For Jobs:

The holding capacity for jobs is estimated by multiplying the areas of commercially and industrially zoned land by projected development densities. This estimate assumes redevelopment of all land which is currently developed at less than projected densities. Major governmental facilities are also factored in.

1986 Median Sales Price of New Housing Units

T 1986 Single Family Detached New Housing Sales Prices:

The 1986 median price of new single-family detached homes is estimated by using the MCPD's Sales Transactions Automated Report system (STAR). STAR is based on the Maryland State Department of Assessment and Taxation quarterly records. This data includes all sales transactions of residential property in the County. N/A indicates that there were less than 20 transactions.

U 1986 Single Family Attached New Housing Sales Prices:

Same method as above.

V Characteristics Of Households Which Moved Between 1979-1984:

The data summarized under the heading "Characteristics of Households Which Moved Between 1979 - 1984" is taken from the 1984 Census Update Survey. This includes the number of mover households and the average number of school-age children per household by structure type. Where no number is given for the average number of school-age children by structure type, an insufficient number of responses was collected to provide a reliable estimate.

Previous Five Year Annual Growth Trends

W Average Annual Job Capacity Added by New Buildings:

The average annual jobs added by new buildings is estimated by averaging the total number of jobs added by new buildings over the previous five years (1982-1986). Data is from the Maryland State Department of Assessment and Taxation.

X Average Annual Housing Units:

The average annual housing unit growth rate is estimated by averaging the total number of housing units built over the previous 5 years (1982-1986). Data is from the Maryland State Department of Assessment & Taxation quarterly records.

Note: Separate statistical profiles are not included for the CBD areas because the data cannot be easily separated from the larger policy areas of Silver Spring/Takoma Park and Bethesda/Chevy Chase.

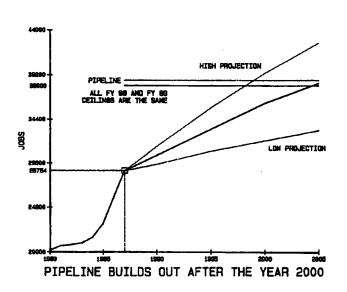
BETHESDA CBD STAGING CHARTS AND STATISTICAL PROFILE

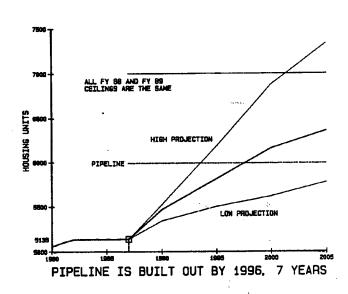
	JOBS	HOUSING
Pipeline (10/8/87)	9,833	850
FY 89 Anticipated Ceiling	9,246	1,865
Net Remaining	(587)	1,015
FY 89 RTAS Ceiling	9,246	1,865
Net Remaining	(587)	1,015
Augmented "A" Ceiling	9,246	1,865
Net Remaining	(587)	1,015
Augmented "B" Ceiling	9,246	1,865
Net Remaining	(587)	1,015



JOBS

HOUSING





Separate statistical profiles are not included for the CBD area because the data cannot be easily separated from the larger Bethesda/Chevy Chase Policy Area. Data from the 1987 Census Update may enable us to do this in the future.

BETHESDA/CHEVY CHASE STAGING CHARTS AND STATISTICAL PROFILE

	JOBS	HOUSING
Pipeline (10/8/87)	1,341	707
FY 89 Anticipated Ceiling	11,100	4,240
Net Remaining	9,75	9 3,533
FY 89 RTAS Ceiling	11,100	4,240
Net Remaining	9,75	9 3,533
Augmented "A" Ceiling	11,100	4,240
Net Remaining	9,75	9 3,533
Augmented "B" Ceiling	11,100	4,240
Net Remaining	9,75	9 3,533



JOBS

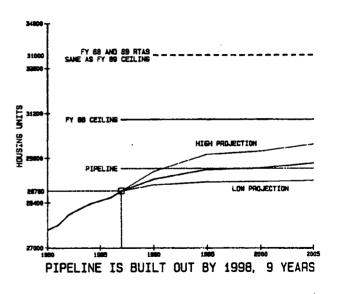
PIPELINE IS BUILT OUT BY 1990

PIPELDE

HIGH PROJECTION

COM PROJECTION

HOUSING



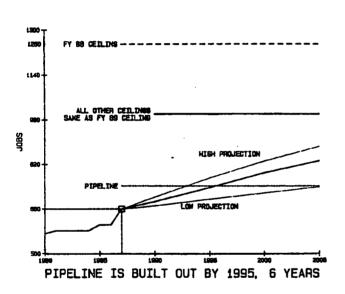
1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984			
	Number	Rank			Number	Rank
Population	80,900	2	•	Mover Households (includes	37%	9
Jobs	72,174	1	99,000	movers to and within area)		
Housing Units	33,895	2	38,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	2.13	2		Mover Households		
Percent Who Work in Montgomery County	45%	12		Single-Family Multi-Family	.52 .06	9 10
1983 Median Household Income	\$50,590	2		Non-Mover Households Single-Family Multi-Family	.41 .02	12 8
1986 Median Sale	s Price of	New I	Housing Units	Previous Five Year Annua	al Growth	Trends
					Number	Bank
Single-Family Detached	<u>Price</u> \$346,000	Rank 2		Average Annual Job Capacity Added by New Buildings	2,400	3
Single-Family Attached	N/A	N/A		Housing Units Per Year	150	12

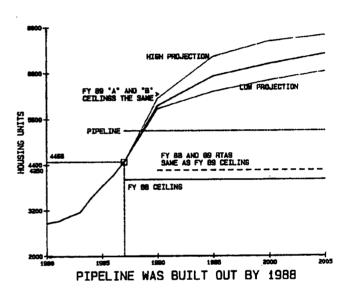
CLOVERLY STAGING CHARTS AND STATISTICAL PROFILE

•	JOBS	HOUSING
Pipeline (10/8/87)	82	821
FY 88 Ceiling	591	(468)
Net Remaining	509	(1,289)
FY 89 Anticipated Ceiling	341	(218)
Net Remaining	259	(1,039)
FY 88 RTAS Ceiling	341	(218)
Net Remaining	259	(1,039)
FY 89 RTAS Ceiling	341	(218)
Net Remaining	259	(1,039)
Augmented "A" Ceiling	341	1,782
Net Remaining	259	961
Augmented "B" Ceiling	341	1,782
Net Remaining	259	961



10BS HOUSING





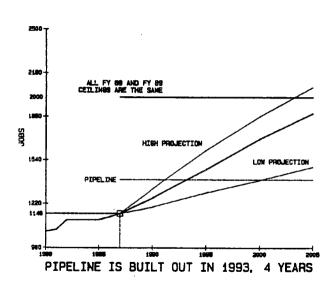
1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984			
•	<u>Number</u>	Bank	Holding Capacity		Number	Bank
Population	14,400*	11		Mover Households (includes	27%	13
Jobs	659	13	1,000	movers to and within area)	•	
Housing Units	4,468	11	8,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	.15	13		Mover Households		
Percent Who Work in Montgomery County	61%	8		Single-Family Multi-Family	.48 N/A	10 N/A
1983 Median Household Income	\$50,060	3		Non-Mover Households Single-Family Multi-Family	.82 N/A	3 N/A
1986 Median Sale	s Price of	New	Housing Units	Previous Five Year Annua	al Growth	Trends
1000 McGiail Gaic			itodomig omio		Number	<u>Rank</u>
	Price	Rank		Average Annual Job Capacity	20	12
Single-Family Detached	\$184,500	3		Added by New Buildings		
Single-Family Attached	\$164,634	3		Housing Units Per Year	270	9

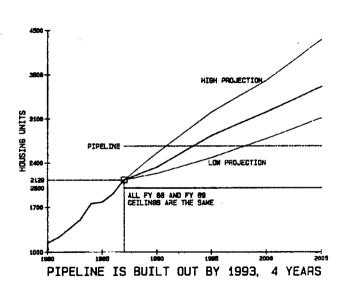
DAMASCUS STAGING CHARTS AND STATISTICAL PROFILE

	JOBS	HOUSING
Pipeline (10/8/87)	246	535
FY 88 Ceiling	854	(129)
Net Remaining	60	8 (664)
FY 89 Anticipated Ceiling	854	(129)
Net Remaining	60	8 (664)
FY 88 RTAS Ceiling	854	(129)
Net Remaining	60	8 (664)
FY 89 RTAS Ceiling	854	(129)
Net Remaining	60	8 (664)
Augmented "A" Ceiling	854	(129)
Net Remaining	60	8 (664)
Augmented "B" Ceiling	854	(129)
Net Remaining	60	B (664)



JOBS HOUSING

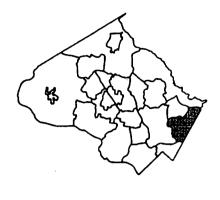




19	1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984		
	Number	Bank	Holding Capacity		Number	Bank
Population	7,000*	13		Mover Households (includes	37%	9
Jobs	1,146	12	5,000	movers to and within area)		
Housing Units	2,129	13	4,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	.54	12		Mover Households		
Percent Who Work in Montgomery County	79%	1		Single-Family Multi-Family	.62 N/A	8 N/A
1983 Median Household Income	\$42,610	5		Non-Mover Households Single-Family Multi-Family	.84 N/A	2 N/A
1986 Median Sales	s Price of	New I	Housing Units	Previous Five Year Annua		
	Price	Rank	-	•	<u>Number</u>	<u>Rank</u>
Single-Family Detached	\$119,180	12		Average Annual Job Capacity Added by New Buildings	10	13
Single-Family Attached	\$70,500	12		Housing Units Per Year	160	11

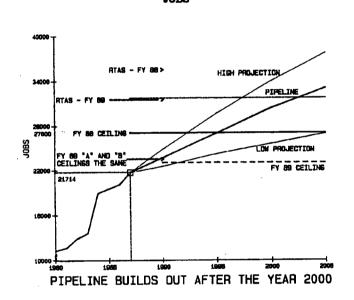
FAIRLAND/WHITE OAK STAGING CHARTS AND STATISTICAL PROFILE

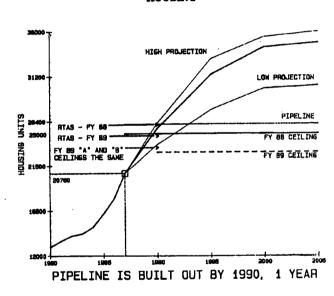
	JOBS	HOUSING
Pipelina (10/8/87)	10,006	5,295
FY 88 Ceiling	5,286	4,240
Net Remaining	(4,720)	(1,055)
FY 89 Anticipated Ceiling	1,286	2,240
Net Remaining	(8,720)	(3,055)
FY 88 RTAS Ceiling	9,786	3,240
Net Remaining	(220)	(2,055)
FY 89 RTAS Ceiling	9,786	3,990
Net Remaining	(220)	(1,305)
Augmented "A" Ceiling	1,786	2,740
Net Remaining	(8,220)	(2,555)
Augmented "B" Ceiling	1,786	2,740
Net Remaining	(8,220)	(2,555)



JOBS

HOUSING

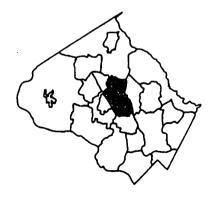




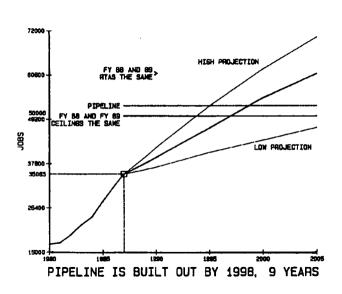
1987 Estimates General Plan		Characteristics of Households Which Moved Between 1979-1984				
	Number	Rank	Holding Capacity		<u>Number</u>	<u>Rank</u>
Population	49,800	5	•	Mover Households (includes	48%	6
Jobs	21,714	6	63,000	movers to and within area)		
Housing Units	20,760	5	36,000	Average Number of School-Age Children by Structure Type:	,	
Jobs/Housing Ratio	1.04	6		Mover Households		•
Percent Who Work in Montgomery County	46%	11	•	Single-Family Multi-Family	.80 .16	2 6
1983 Median Household Income	\$40,380	7		Non-Mover Households Single-Family Multi-Family	.48 .22	10 3
1986 Median Sale	e Brien of	Now	Housing Linits	Previous Five Year Annua	al Growth	Trends
1900 Median Sale	S FIICE UI		riousing office		<u>Number</u>	<u>Rank</u>
	Price	Rank		Average Annual Job Capacity	1,900	4
Single-Family Detached	\$157,780	8		Average Annual Job Capacity Added by New Buildings	•	
Single-Family Attached	\$95,720	6		Housing Units Per Year	1,320	1

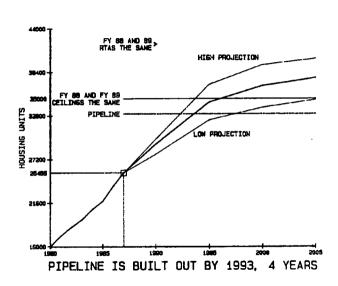
GAITHERSBURG EAST STAGING CHARTS AND STATISTICAL PROFILE

	JOBS	HOUSING
Pipeline (10/8/87)	17,548	7,564
FY 88 Ceiling	14,937	9,545
Net Remaining	(2,611)	1,981
FY 89 Anticipated Ceiling	14,937	9,545
Net Remaining	(2,611)	1,981
FY 88 RTAS Ceiling	25,937	16,545
Net Remaining	8,389	8,981
FY 89 RTAS Ceiling	25,937	16,545
Net Remaining	8,389	8,981
Augmented "A" Ceiling	14,937	9,545
Net Remaining	(2,611)	1,981
Augmented "B" Ceiling	14,937	9,545
Net Remaining	(2,611)	1,981



JOBS HOUSING

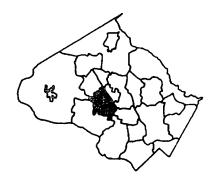




19	1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984		
	Number	Bank I	Holding Capacity		Number	Bank
Population	68,000*	3		Mover Households (includes	65%	3
Jobs	35,063	4	149,000	movers to and within area)		
Housing Units	25,455	4	41,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	1.38	3		Mover Households		_
Percent Who Work in Montgomery County	77%	4		Single-Family Multi-Family	.67 .22	5 3
1983 Median Household Income	\$32,720	11		Non-Mover Households Single-Family Multi-Family	.67 .25	5 1
1986 Median Sale	s Price of	New H	ousing Units	Previous Five Year Annua	l Growth	
	Price	Rank	•		<u>Number</u>	<u>Rank</u>
Single-Family Detached	\$124,865	10		Average Annual Job Capacity Added by New Buildings	3,130	1
Single-Family Attached	\$85,330	9		Housing Units Per Year	1,300	2

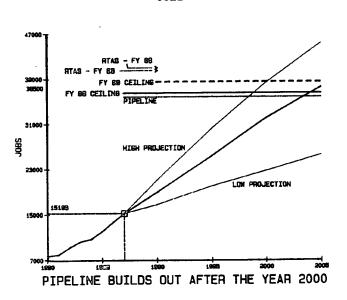
GAITHERSBURG WEST STAGING CHARTS AND STATISTICAL PROFILE

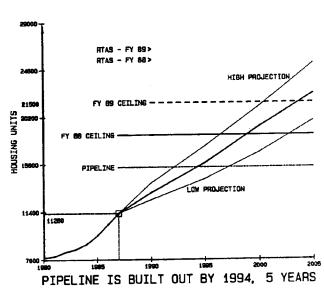
	JOI	BS	HOU	SING
Pipeline (10/8/87)	20,590	-	4,222	
FY 88 Ceiling	21,307		7,240	
Net Remaining		717		3,018
FY 89 Anticipated Ceiling	23,307		10,240	
Net Remaining		2,717		6,018
FY 88 RTAS Cailing	25,307		14,240	
Net Remaining		4,717		10,018
FY 89 RTAS Ceiling	25,807		15,240	
Net Remaining		5,217		11,018
Augmented "A" Ceiling	23,307		10,240	
Net Remaining		2,717		6,018
Augmented "B" Ceiling	23,307		10,240	
Net Remaining	·	2,717		6,018



JOBS

HOUSING

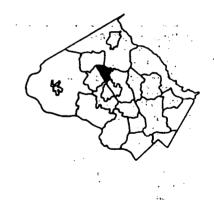




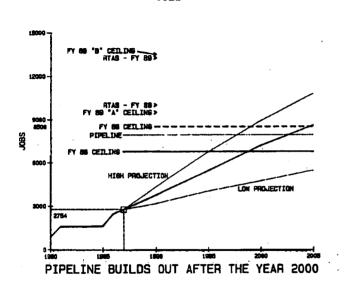
1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984			
	Number	Rank	Holding Capacity		Number	Rank
Population	30,100*	8		Mover Households (includes	65%	3
Jobs	15,193	7	132,000	movers to and within area)		
Housing Units	11,260	8	29,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	1.35	4		Mover Households		_
Percent Who Work in Montgomery County	77%	4		Single-Family Multi-Family	.67 .22	5 3
1983 Median Household Income	\$32,720	11		Non-Mover Households Single-Family Multi-Family	.67 .25	5 1
tooo Barriller Onler	- Dulas af	Mann	Uarraina Haita	Previous Five Year Annua	al Growth	Trends
1986 Median Sales	s Price of	New	nousing Units		Number	Bank
	<u>Price</u>	<u>Rank</u>		Average Annual Job Capacity	1,190	6
Single-Family Detached	\$168,390	5		Average Annual Job Capacity Added by New Buildings	.,,,,,	=
Single-Family Attached	\$84,990	9		Housing Units Per Year	720	5

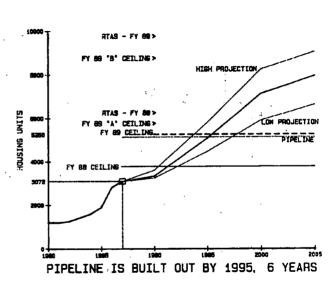
GERMANTOWN EAST STAGING CHARTS AND STATISTICAL PROFILE

	JOBS	HOUSING
Pipeline (10/8/87)	5,167	2,048
FY 88 Ceiling	3,996	678
Net Remaining	(1,171)	(1,370)
FY 89 Anticipated Ceiling	5,746	2,178
Net Remaining	579	130
FY 88 RTAS Ceiling	7,246	3,178
Net Remaining	2,079	1,130
FY 89 RTAS Ceiling	10,496	6,678
Net Remaining	5,329	4,630
Augmented "A" Ceiling	6,746	2,678
Net Remaining	1,579	630
Augmented "B" Ceiling	10,746	5,678
Net Remaining	5,579	3,630



JOBS HOUSING

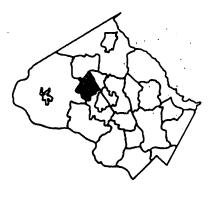




1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984			
ı	<u>Number</u>	Bank			Number	Rank
Population	9,800	12		Mover Households (includes	73%	1 .
Jobs	2,754	11	33,000	movers to and within area)		
Housing Units	3,072	12	9,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	.90	, 7		Mover Households		
Percent Who Work in Montgomery County	79%	. 1 .		Single-Family Multi-Family	.40 .11	12 8
1983 Median Household Income	\$35,280	9		Non-Mover Households Single-Family Multi-Family	.60 N/A	7 N/A
1986 Median Sales	Price of	New I	Housing Units	Previous Five Year Annua	al Growth	Trends
	Price	Bank	• • •		Number	Rank
Single-Family Detached	\$130,590	· 9		Average Annual Job Capacity Added by New Buildings	230	9
Single-Family Attached	\$80,000	11	•	Housing Units Per Year	360	7

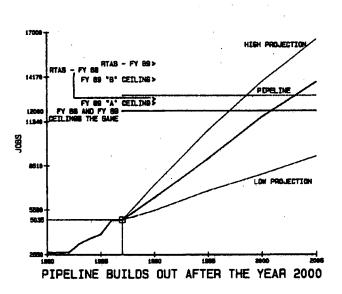
GERMANTOWN WEST STAGING CHARTS AND STATISTICAL PROFILE

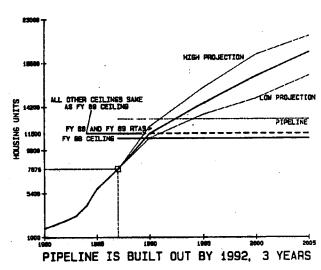
	JOBS	HOUSING
Pipeline (10/8/87)	7,935	5,081
FY 88 Ceiling	6,965	3,124
Net Remaining	(970)	(1,957)
FY 89 Anticipated Ceiling	6,965	3,624
Net Remaining	(970)	(1,457)
FY 88 RTAS Ceiling	7,715	4,124
Net Remaining	(220)	(957)
FY 89 RTAS Ceiling	9,965	4,124
Net Remaining	2,030	(957)
Augmented "A" Ceiling	7,465	3,624
Net Remaining	(470)	(1,457)
Augmented "B" Ceiling	8,965	3,624
Net Remaining	1,030	(1,457)



JOBS

HOUSING

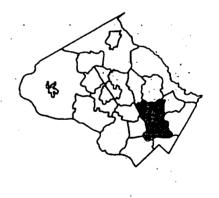




19	87 Estima	ites	General Plan	Characteristics of Hous Moved Between 19		
	Number	Bank			Number	Rank
Population	25,100	9		Mover Households (includes	73%	1
Jobs	5,035	9	55,000	movers to and within area)		
Housing Units	7,876	9.	22,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	.64	10		Mover Households		
Percent Who Work in Montgomery County	79%	1		Single-Family Multi-Family	.40 .11	12 8
1983 Median Household Income	\$35,280	9		Non-Mover Households Single-Family Multi-Family	.60 N/A	7 N/A
1986 Median Sale	s Price of	New I	Housing Units	Previous Five Year Annua	I Growth	Trends
	Price	Rank	,		Number	<u>Rank</u>
Cinala Family Datashad				Average Annual Job Capacity	380	8
Single-Family Detached	\$122,390	11		Added by New Buildings		
Single-Family Attached	\$87,500	7		Housing Units Per Year	1,050	3

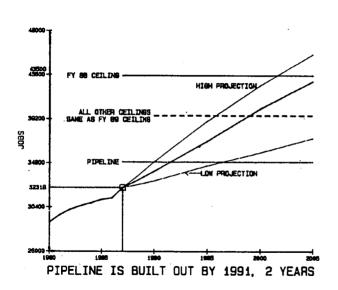
KENSINGTON/WHEATON STAGING CHARTS AND STATISTICAL PROFILE

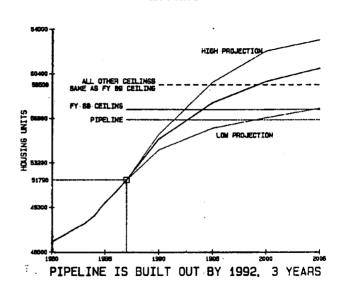
	JOBS	HOUSING
Pipeline (10/8/87)	2,554	4,875
FY 88 Ceiling	11,184	5,710
Net Remaining	8,6	30 835
FY 89 Anticipated Ceiling	7,184	7,710
Net Remaining	4,6	30 2,835
FY 88 RTAS Ceiling	7,184	7,710
Net Remaining	4,6	30 2,835
FY 89 RTAS Ceiling	7,184	7,710
Net Remaining	4,6	30 2.835
Augmented "A" Ceiling	7,184	7,710
Net Remaining	4,6	30 2.835
Augmented "B" Ceiling	7,184	7.710
Net Remaining "	4,65	• -



JOBS

HOUSING

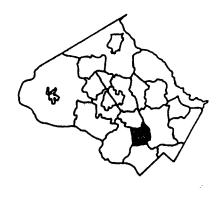




19	987 Estima	ites	General Plan	Characteristics of House Moved Between 1		
	Number	Bank	Holding Capacity		Number	Bank
Population	138,300*	1		Mover Households (includes	36%	11
Jobs	32,316	5	70,000	movers to and within area)		
Housing Units	51,790	· 1	64,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	.62	11		Mover Households		
Percent Who Work in Montgomery County	59%	9		Single-Family Multi-Family	.65 .23	7 2
1983 Median Household Income	\$36,860	8	•	Non-Mover Households Single-Family Multi-Family	.48 .20	10 4
1986 Median Sale	s Price of	New I	Housing Units	Previous Five Year Annua	l Growth	Trends
	Price	Bank	•		Number	Bank
Single-Family Detached	\$167,500	9 TRUY		Average Annual Job Capacity Added by New Buildings	440	7
Single-Family Attached	\$118,690	5		Housing Units Per Year	820	4

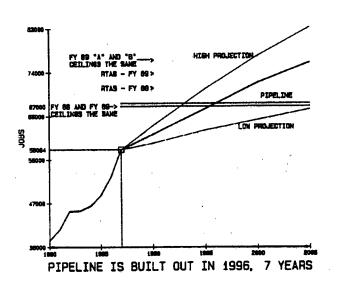
NORTH BETHESDA STAGING CHARTS AND STATISTICAL PROFILE

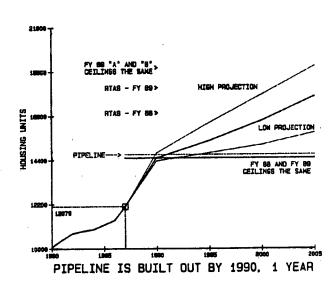
	JOBS	HOUSING
Pipeline (10/8/87)	9,539	2,593
FY 88 Ceiling	8,916	2,421
Net Remaining	(623)) (172)
FY 89 Anticipated Ceiling	8,916	2,421
Net Remaining	(623)) (172)
FY 88 RTAS Ceiling	12,666	4,671
Net Remaining	3,127	7 2,078
FY 89 RTAS Ceiling	15,666	5,921
Net Remaining	6,127	7 3,328
Augmented "A" Ceiling	18,416	6,921
Net Remaining	8,877	7 4,328
Augmented "B" Ceiling	18,416	6,921
Net Remaining	8,877	7 4,328



JOBS

HOUSING

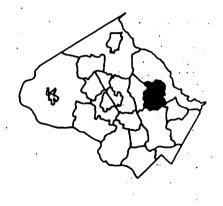




1987 Estimates General Plan		Characteristics of Households Which Moved Between 1979-1984				
	Number	<u>Rank</u>			Number	Bank
Population	35,300	7		Mover Households (includes	47%	7
Jobs	58.084	2	95,000	movers to and within area)		
Housing Units	- 12,079	7	21,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	4.8	1		Mover Households		_
Percent Who Work in Montgomery County	62%	7		Single-Family Multi-Family	.79 .13	3 7
1983 Median Household Income	\$41,260	6		Non-Mover Households Single-Family Multi-Family	.59 .14	9 6
1986 Median Sale	s Price of	New	Housing Units	Previous Five Year Annua	I Growth	Trends
1000 111001011 0010				•	Number	<u>Rank</u>
	Price	Rank		Average Annual Job Capacity Added by New Buildings	2,910	2
Single-Family Detached	N/A	N/A		Added by New Buildings		
Single-Family Attached	\$173,870	2		Housing Units Per Year	180	10

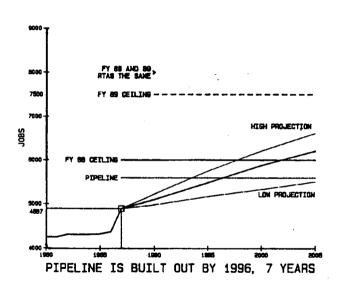
OLNEY STAGING CHARTS AND STATISTICAL PROFILE

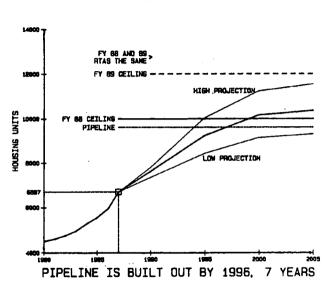
	JOBS	HOUSING
Pipeline (10/8/87)	698	2,922
FY 88 Ceiling	1,113	3,313
Net Remaining	415	391
FY 89 Anticipated Ceiling	2,613	5,313
Net Remaining	1,918	2,391
FY 88 RTAS Ceiling	3,113	6.063
Net Remaining	2,415	3,141
FY 89 RTAS Ceiling	3,113	6,063
Net Remaining	2,415	3,141
Augmented "A" Ceiling	2,613	5,313
Net Remaining	1,915	5 2,391
Augmented "B" Ceiling	2,613	5.313
Net Remaining	1,915	5 2,391



JOBS

HOUSING





1987 Estimates General Plan				Characteristics of Households Which Moved Between 1979-1984		
	Number	Rank			Number	Rank
Population	21,900*	10		Mover Households (includes	38%	. 8
Jobs .	4,887	10	8,000	movers to and within area)		
Housing Units	6,687	10	12,000	Average Number of School-Age Children by Structure Type:	٠.	
Jobs/Housing Ratio	.73	9		Mover Households		
Percent Who Work in Montgomery County	66%	6		Single-Family Multi-Family	.79 N/A	3 N/A
1983 Median Household Income	\$49,520	4		Non-Mover Households Single-Family Multi-Family	.81 N/A	4 N/A
1986 Median Sale	s Price of	New I	Housing Units	Previous Five Year Annua	al Growth	Trends
	Price	Rank		,	Number	Bank
Single-Family Detached	\$161,925	7		Average Annual Job Capacity Added by New Buildings	110	11
Single-Family Attached	\$85,750	8	•	Housing Units Per Year	420	6

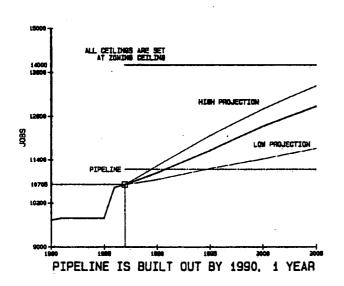
POTOMAC STAGING CHARTS AND STATISTICAL PROFILE

	JOBS_	HOUSING
Pipeline (10/8/87)	428	2,336
FY 88 Ceiling	3,295	4,493
Net Remaining	2,867	2,157
FY 89 Anticipated Ceiling	3,295	4,493
Net Remaining	2,867	2,157
FY 88 RTAS Ceiling	3,295	4,493
Net Remaining	2,867	2,157
FY 89 RTAS Ceiling	3,295	4,493 .
Net Remaining	2,867	2,157
Augmented "A" Ceiling	3,295	4,493
Net Remaining	2,867	2,157
Augmented "B" Ceiling	3,295	4,493
Net Remaining	2,867	2,157

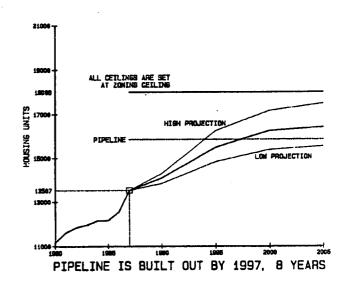


JOBS

HOUSING



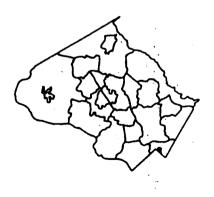
٠!



1987 Estimates General Plan			Characteristics of Households Which Moved Between 1979-1984			
	Number	Bank	Holding Capacity		Number	Rank
Population	42,300*	6		Mover Households (includes	32%	12
Jobs ·	10,705	8	14,000	movers to and within area)		
Housing Units	13,507	6	18,000	Average Number of School-Age Children by Structure Type:		
Jobs/Housing Ratio	.79	8		Mover Households		_
Percent Who Work in Montgomery County	59%	9		Single-Family Multi-Family	1.10 .29	1
1983 Median Household Income	\$64,110	1		Non-Mover Households Single-Family Multi-Family	.89 .08	1 7
1986 Median Sale	s Price of	New	Housing Units	Previous Five Year Annua	al Growth	Trends
i o o o inicalani calc			•		Number	Bank
	<u>Price</u>	Bank		Average Annual Job Capacity	180	10
Single-Family Detached	\$351,500	1		Added by New Buildings		•
Single-Family Attached	\$220,000	1		Housing Units Per Year	320	8

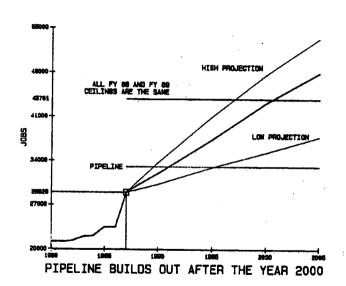
SILVER SPRING CBD STAGING CHARTS AND STATISTICAL PROFILE

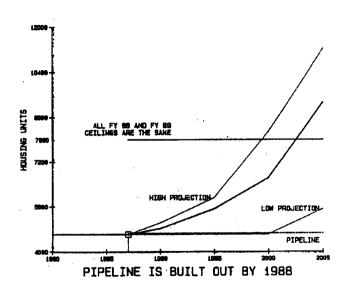
JOBS	HOUSING
4,085	383
14,835	3,383
10,750	3,000 -
14,835	3,383
10,750	3,000
14,835	3,383
10,750	3,000
14,835	3,383
10,750	3,000
14,835	3,383
10,750	3,000
14,835	3,383
10,750	3,000
	4,085 14,835 10,750 14,835 10,750 14,835 10,750 14,835 10,750



JORS

HOUSING

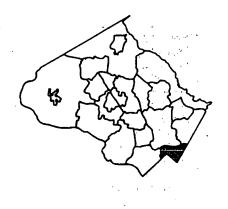




Separate statistical profiles are not included for the CBD area because the data cannot be easily separated from the larger Silver Spring/Takoma Park Policy Area. Data from the 1987 Census Update may enable us to do this in the future.

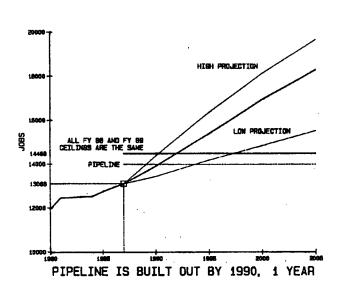
SILVER SPRING/TAKOMA PARK STAGING CHARTS AND STATISTICAL PROFILE

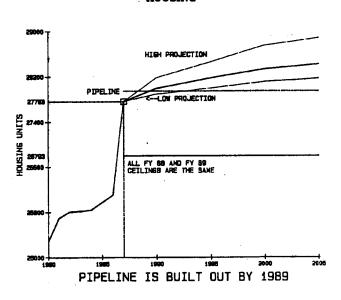
	JOBS		HOUS	SING
Pipeline (10/8/87)	880		207	
FY 88 Ceiling	1,380		824	
Net Remaining	5	i00		617
FY 89 Anticipated Ceiling	1,380		824	
Net Remaining	5	i00		617
FY 88 RTAS Ceiling	1,380		824	
Net Remaining		500		617
FY 89 RTAS Ceiling	1,380		824	
Net Remaining	5	:00		617
Augmented "A" Ceiling	1,380		824	
Net Remaining		500		617
Augmented "B" Ceiling	1,380		824	
Net Remaining	5	500		617



JOBS

HOUSING





STATISTICAL PROFILE

19	87 Estima	ites	Characteristics of Households Which Moved Between 1979-1984				
	Number	Bank	General Plan Holding Capacity		Number	Bank	
Population	67,000*	4	**	Mover Households (includes	51%	5	
Jobs	42,014	3	154,000	movers to and within area)			
Housing Units	32,370	3	41,000	Average Number of School-Age Children by Structure Type:			
Jobs/Housing Ratio	1.29	5		Mover Households			
Percent Who Work in Montgomery County	42%	13		Single-Family Multi-Family	.44 .17	11 5	
1983 Median Household Income	\$24,060	13		Non-Mover Households Single-Family Multi-Family	.39 .19	13 5	
1986 Median Sales	s Price of	New I	Housing Units	Previous Five Year Annua	I Growth	Trends	
	Price	Rank			Number	Rank	
Single-Family Detached	\$174,000	4		Average Annual Job Capacity Added by New Buildings	1,790	5	
Single-Family Attached	\$122,633	4		Housing Units Per Year	80	13	

APPENDIX 3:

STATUS
REPORT
ON ISSUES
ANALYSIS
AS REQUESTED
BY COUNCIL

STATUS REPORT ON ISSUES ANALYSIS AS REQUESTED BY COUNCIL

This Appendix provides a status report on issues which the County Council asked the Planning Department to address during FY 89. The text from the adopted FY 88 AGP is presented along with a statement in italics which presents the status of each of these items.

III. Issues to be Addressed During Next Fiscal Year

In adopting the FY 1988 Annual Growth Policy, the Council recognizes that not all aspects of a comprehensive approach to growth policy can be dealt with in depth during the inaugural year of this new process. To ensure that the policy making process continues to be developed and refined, the following matters are to be dealt with further during FY 88.

1. Silver Spring Revitalization

The FY 88 Annual Growth Policy submitted by the County Executive contained a recommendation to delineate the Silver Spring CBD as a separate Group VI Policy area and to increase the employment staging ceiling of this area to 15,000 jobs. The Executive also recommended a pilot transportation management program to encourage the use of public transit and ridesharing. Under this program, the Silver Spring Parking District would be reconstituted as a Silver Spring Transportation Management District. Raising the staging ceiling was intended to permit key revitalization projects in the core of Silver Spring to proceed.

This growth policy recommendation was deferred by the Council in order that it be taken up in connection with the Silver Spring Sector Plan and the legislation proposing establishment of a Transportation Management District. It is anticipated that the County Executive's recommendations for the revitalization of Silver Spring will be considered as an amendment to the FY 88 Annual Growth Policy, and taken to public hearing along with the recommended amendment to the Silver Spring Central Business District Sector Plan in September, 1987.

Status

This issue was treated as an amendment to the FY 88 Annual Growth Policy. The Council approved an amendment to the FY 88 Annual Growth Policy on November 10, 1987. The Silver Spring CBD was established as a separate Group VI Policy Area. The Planning Board and the Department of Transportation have been instructed to implement Transportation Systems Management for the Silver Spring CBD and constrain the amount of public and private long term parking.

2. Methodology for Schools Test

The County Council intends to establish a Task Force to recommend the best alternative, or combination of alternatives for determining school capacity in the Adequacy Public Facilities
Ordinance. This Task Force will consist of the following
personnel: County Council President, or a designated
representative; the Chair of the Council Education Committee;
County Executive, or a designated representative; Chair, Park and
Planning Commission, or a designated representative; and the
President of the Board of Education, or a designated
representative.

The Task Force shall finalize its recommendations by September 15, 1987, so that they can be included in the Montgomery County Planning Board Staff Draft of the Fiscal Year 1989 Annual Growth Policy.

Status

The Task Force on the Annual Growth Policy for Schools met twice this summer. Their recommendations were discussed by the Council on September 22, 1987. Although no formal vote was taken, the Council agreed to certain basic elements of the Annual Growth Policy for Schools. This methodology is described in the Planning Board final draft of the FY 89 Annual Growth Policy, Guidelines for Public School Facilities.

3. APF Test at Building Permit

The County Executive presented the position in the recommended growth policy report that a more efficient means could be found to link actual new road and school capacity to actual demand for that capacity. The Executive suggested a means for doing this by applying the Adequate Public Facility Ordinance test at time of the issuance of building permit rather than at subdivision approval as is now the case. To address the recommendation a Committee was co-sponsored by the Council and the Executive. The Committee is expected to make its final report to the Council on August 4, 1987.

<u>Status</u>

This issue is being treated as an amendment to the FY 88 Annual Growth Policy. The Test at Permit Advisory Committee report, made available to the Council and the Executive on August 17, 1987, was accepted by the County Council after a briefing in September, 1987. The Council directed the Executive and the Planning Board to prepare appropriate text amendments for consideration with the objective of implementation beginning January 1, 1988, if possible. The Planning Board discussed this amendment at AGP worksessions on October 19 and November 9, 1987. In accordance with the Annual Growth Policy amendment procedures, the Montgomery County Planning Board has prepared a text amendment to the FY 88 Annual Growth Policy (Revised Test at Subdivision (RTAS) amendment). It is expected that this amendment will be submitted to the County Executive during December 1987.

Once action has been taken on this amendment, the FY 89 AGP should be amended to be consistent. The Planning Board has also prepared an amendment to Chapter 8 of the County Code which would require a re-testing of unbuilt portions of some subdivisions to ensure transportation adequacy. This amendment was submitted to the County Council November, 1987.

4. Affordable Housing

The Annual Growth Policy which, by definition, has as its objective selective control of growth, including residential development, is inconsistent with another long-standing policy and commitment to providing an adequate supply of housing for low and moderate income families.

This conflict should be recognized and efforts made in the future to continue to work for a balanced stock of affordable housing.

<u>Status</u>

This issue is being treated as an amendment to the FY 88 Annual Growth Policy. The Housing Opportunities Commission submitted a proposed affordable housing amendment to the FY 88 AGP on October 15, 1987. The Planning Board discussed this amendment at AGP worksessions on November 9 and 25, 1987 and received testimony from HOG and several developers at the Planning Board's AGP Public Forum on November 16, 1987. The Montgomery County Planning Board endorsed a revised affordable housing amendment on November 25, 1987. This proposed amendment to the FY 88 AGP will be forwarded to the County Executive in December, 1987.

5. <u>Damascus Revitalization</u>

Executive and Planning Board staff should develop a high priority joint work program to complete the additional technical study needed to resolve the conflict of policies in Damascus over the need for commercial revitalization and the lack of traffic capacity to support additional commercial development.

In the short term, the County Executive should work with developers to encourage their participation in the funding of Highway A-12 so that its construction schedule can be accelerated. As a long term measure the Damascus Master Plan should be amended to address road network and land use issues.

Status

Further Planning Board staff work was developed this fall and incorporated in the Planning Board's FY 89 Annual Growth Policy on December 1, 1987. The Planning Board is recommending to the County Executive that the FY 88 AGP be amended to reflect an accounting error that was recently uncovered in the base of existing development. (See attached memo.)

6. Recommended FY 89 Draft Annual Growth Policy

The Council requests that the Planning Board's Draft Annual Growth Policy for FY 1989 include analyses and recommendations, to the maximum depth possible within the constraints of time and resources, with regard to the following matters:

(a) Policies, Standards and Methods

Standards of highway service. The growth policy needs to be based on a highly understandable presentation of the reallife meaning of each service level (amount of delay, resulting intrusion of traffic into residential neighborhoods, etc.), and on a refined basis for setting a standard of service for each policy area (amount of transit service, density of development, etc.).

Degree to which transit relieves traffic congestion, and how any benefits resulting from transit should be allocated. There should be an in-depth evaluation of the extent to which expenditures on transit and alternative transportation can relieve peak-period automotive congestion; to the extent that such relief is found to be a reality, there should be recommendations on how far the resulting benefit should be reaped in the form of improved traffic flow, and how far in the form of increased traffic-generating development.

Status ..

Further Planning Board staff work has been developed this fall and will be incorporated in the Transportation Division's report, entitled "Alternative Transportation Scenarios and Staging Ceilings" in the Transportation Level of Service chapter.

(b) Housing, Jobs and Fiscal Relationships

The methods and criteria employed in apportioning available development capacity between residential and non-residential development should be explained in full, and any potential revisions worth consideration in the apportionments for individual Policy Areas should be identified.

The fiscal benefits and costs of new nonresidential and related residential development on County and State revenues and expenditures should be measured with sufficient detail so that policymakers will know the fiscal consequences of a given rate of development.

<u>Status</u>

Further Planning Board staff work will be developed this fall and made available as soon as possible. November 7, 1987

MEMORANDUM

TO: Montgomery County Planning Board

FROM: Planning Staff

SUBJECT: Damascus Policy Area Ceiling

The Adopted FY 88 AGP showed a pipeline greater than the ceiling in this policy area, with a result that no new subdivision applications could be approved. The Adopted AGP instructed the Executive and Planning Staff to work together to "complete the additional technical study needed to resolve the conflict of policies in Damascus over the need for commercial revitalization, and a lack of traffic capacity to support additional commercial development."

Planning Staff have met with Executive Staff concerning the acceleration of the construction schedule for Highway A-12, and concerning a long term program to amend the Damascus Master Plan with regard to the road network and land use issues. Three local road improvements within the central area of Damascus are moving forward, which will improve local access to the commercial area.

In analyzing this area during the last three months since the FY 88 AGP was adopted by the Council on June 30, Planning Staff have uncovered an accounting error in the total number of jobs included in the base of existing development in the FY 88 AGP. The error occurred previously when Damascus was created as a separate policy area, out of what had previously been a larger area which was not subject to a ceiling constraint. It was created because the number of jobs shown in the older, larger area was inadvertently transferred entirely to the new smaller Damascus Policy Area. The effect of correcting this base number is to lift the previous restriction on jobs, and to allow for some additional growth within the proposed FY 89 ceiling. There is no effect on housing units, which remain in a deficit situation. A portion of the new job ceiling also is due to the use of the new EMME/2 traffic model, but the primary effect is due to the base employment number.

It is interesting to observe that no one noticed this discrepancy in the base number of jobs shown for Damascus in the FY 88 AGP (i.e., 2,875), even although the numbers were shown in documents reviewed by the Planning Board, the County Executive, the County Council, and the general public, through a series of public hearings and over a period of 8 months. In retrospect, it seems obvious that the small town scale of Damascus would not be expected to have 2,875 jobs. At 250 square feet per job, this would be equivalent to about 575,000 square feet of office space, or at 400 square feet per job would be equivalent to about 1,100,000 square feet of retail space. The former is approximately equivalent to 2 1/2 or 3 ten story office buildings, and the latter is approximately equivalent to a 2 or 3 department store major retail mall.

In reflecting on this situation, it seems probable that one of the reasons this fact went undetected was because the general public perception of traffic in the Damascus area was that there was excessive congestion. Therefore, there was a "common sense" acceptance of the notion that new development should not occur until further traffic improvements had been made. Of course, public perception lies at the heart of the difficulty in gaining consensus for staging ceilings. The entire adequate public facilities approach is based on the need to develop some general public understanding about the appropriate level of service, or degree of congestion, on which the growth ceiling should be based. To help achieve greater public understanding and consensus on the reconciliation of individual experience with aggregate statistical measures, remains the task for all of us in attempting to exercise growth management through the adequate public facility approach.

A further reflection on this situation is that it reminds us of how much pressure a growth management system places on the record keeping administration. Since the inauguration of the Adequate Public Facility Ordinance, the Planning Staff has been building administrative record keeping systems to the extent possible within the limits of the annual budgets. In recent years, staff has made significant improvements because of additional computer resources. As we all know, however, the best of computer systems are subject to human error, and therefore require constant surveillance, and rigorous staff supervision, in order to stay ahead of the sea of constantly changing numbers.

The staff of the Planning Department has been charged to exercise the utmost vigilance and care for the accuracy and internal consistency of the record keeping function, and have been directed to make known any errors publicly as soon as they may be discovered. While this may subject the staff to potential embarrassment, especially in the heat of highly charged political controversies over growth management issues, it nevertheless seems to be the only approach that can ultimately succeed in maintaining public credibility in a staging system that necessarily must rely on statistical measurement and complex accounting techniques.

During the past year, an extensive staff effort was made to build a new interagency integrated data base for the subdivision and building permit pipeline, and to have it checked for accuracy by a task force of multi-agency staff members and builders, land developers and private sector development engineers. The details of the new EMME/2 traffic model have been shared with interagency committees set up by planning staff to perform oversight and monitoring functions; and training, as well as actual terminal computer connections for use of the model, have been provided to the Executive's Department of Transportation Staff. Further effort will continue to be made by Planning Staff to build better computer-assisted accounting systems and audit mechanisms. As a general proposition, we continue to invite public scrutiny of the data as the best way to ensure that the overall integrity of the measurement system is maintained.

APPENDIX 4:

ANNUAL GROWTH POLICY LEGISLATION

114441441/16/1111/12+861

Bill No.: 11-86

١

Concerning: Growth Policy/Impdet/

Praft No. & Date: 5 - 4/17/86

Introduced: February 25, 1986
Enacted: April 15, 1986

Executive: April 21, 1986
Effective: April 21, 1986

Sunset Date: June/304/1989/for/ Growth/Management/Policy/browisions

Ch. 53, Laws of Mont. Co., FY 86

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

07444 /X477 /444 / X477 / 1748 / 446

4444/444/444/444/4444/444/444/4444

146411641/16/41164/the/Council/to

#otking/od/the/othet/datt/thtodeh

the/466044/R111/X

AN EMERGENCY ACT to

- fil provide for the establishment of an annual growth policy for the County/
- [2] ptotide/fot/the/establishment/of/an/anamal/emetgenet/gtowth
 policy/fot/the/commty/that/will/sunset/by/a/estain/date/
- [3]. ptótide/tót/the/estáblishment/ot/impact/tées/ón/detelopment tót/tinancing/majot/highwats/in/impact/tée/atéas{
- [4] ptotide/fot/the/establishment/of/establishment/of/establise/fates/fot/finanting bablie/senool/fatilities/in/the/conntr//and
- (3) Refeal/froyision/on/assessment/of/benefits/for/road construction//and
- (B) (B) générally/provide/for/médadtés/to/allévidté/fdéilitiés orétload/in/thé/Countr.

By amending

Chaptet/84/8411d1dgs 8ett16ds/8+244/4dd/8+28(b)/6t/the/Nodtg6dety/C6ddty/C6de

Cháptét/101/f1dádéé Att1é1é/17/61/thé/hódtgódétf/Códdít/Códé

ánd

Chapter 33A, Planning Procedures, of the Montgomery County Code

By/addiag/to Chaptet/824/Taxation Atticle/YII/61/the/Montgomety/Connty/Code

AMB

CHAPTER/49 (/STREETS/AND/ROADS ARTICLE/IY/GF/THE/HONTGOMERT/COUNTY/CODE

EXPLANATION: - Boldface indicates matter that is a heading or a defined term.

- Underlining indicates matter added to existing law.
- Double Brackets indicate matter repealed from existing law.
- CAPITALS indicate matter quoted from existing law which is added to the bill by amendment.
- UNDERLINED CAPITALS indicate matter added to existing law by amendment to the bill.
- Strikes indicate matter deleted from the bill by amendment.
- * * * indicates existing law unaffected by the bill.

The County Council for Montgomery County, Maryland, approves the following act:

01	8/25///1	4441	41	BILL NO.	11- 8
02	(18)	Time	/11 <u>#1</u> #1		
03		(1)	Ant/petmit/isshed/shall/become/invalid/	11/the/authot	12ed/#6tk
04			18/46t/commenced/#1th1h/81x/464th8/6t/t	Ne/date/of/ap	ptotál/ót
05			18/848pended/ot/4bandoned/fot/4/petiod/	óf/śi±/wónthś	4
06			ptotided(/that/the/ditectot/pat//upod/s	004/c4446/4X6	##{/#1fk1;
07			elthet/ot/the/six/months//petiods//exte	hd/d/peth1t/t	ót/áú
80			additional/period/not/exceeding/six/non	éns (
09		(2)	Pot/applications/teceited/aftet/Pebtuat	 /114/19884/±	n#/petm1t.
10			fot/hem/tesidential/construction/become	6/14 1 4114/11/	t n é
11			footings/ate/hot/statted/within/b/houth	s/fiod/the/da	tė/ói
12	. · · · ·		issishte/ot/the/second/inspection/is/is	t/ebmpleted/#	14X14/10
13			months/ftom/the/date/of/1sshance///fot/s	ipplications/;	tété1 †é d
14	,		åttet/34mmått/14/19864/4mt/petmit/fbt/m	± ₩/x6x+te81de;	1111 ·
15		•	construction/becomes/invalia/if/the/food	tings/ate/not	/statted
16			within/6/months/ftom/the/date/of/issuade	te/6t/the/8ec	óńd
17	,•		inspection/is/not/eompleted/within/10/me	satus/ftpa/tus	e/date/of
18			isstancel//new/peraits/to/teplace/those	/which/become	1444114
19			nat/hot/be/lashed/hhless/the/difectoti/s	 	id/the
20			advice/of/the/Planding/Boatd//finds/that	:\tke141*	ક 1 644
21			sabsequent/to/the/explication/of/the/petu	iitai/meeta/tv	íé
22			tequitements/of/the/adequate/public/faci	Ilties/otelis	[स्दर्
23					
24	Sec.	2 1.	Chapter 33A is amended to read as follo	vs:	·
25			Chapter 33A		

Chapter 33A

Planning Procedures.

Division l. Master Plans.

87

26

01		* * * *
02		Division 2. Growth Policies.
03	33A-13.	Annual growth policy.
04	<u>(a)</u>	Purpose.
05		(1) The purpose of this law is to establish a process by which the
06		County Council can give policy guidance to the various agencies
07		of government and to the general public on matters concerning:
08		(A) land use development;
09		(B) growth management; and
10	•	(C) related environmental, economic, and social issues.
11,	•	(2) The process will be established through the adoption by the
12	•	County Council of an annual growth policy, which is intended to
13		be an instrument that facilitates and coordinates the use of th
14	•	various powers of government to limit or encourage growth and
15		development in a manner that best enhances the general health,
16		welfare, and safety of the residents of the County.
.17	<u>(b)</u>	Simplified description.
18	•	(1) The County Council must adopt a growth policy:
19		(A) no later than June 30 of each year; and
20		(B) after:
21		(i) receipt of a draft annual growth policy prepared by
22		the Montgomery County Planning Board;
23		(ii) receipt of comments/and/ant/tecommended/tetisions
24		SPECIFIC RECOMMENDATIONS prepared by the County
25	4	Executive, and COMMENTS BY other public agencies
26		concerning the draft annual growth policy; and
27		(iii) a public hearing on both the draft annual growth

	DET NO 25 O
	BEL NO. 13 - 8 9
	policy and the recommendations of the Executive, and
	ON THE COMMENTS OF other agencies.
2) The annua	al growth policy is effective for a fiscal year,
beginning	July 1 through June 30.
uties of the	Planning Board.
1) The Monts	comery County Planning Board must:
(A) eac	th year, produce a draft annual growth policy;
(B) by	December 1 of each year/:
<u>(1)</u>	send copies of the draft to the County Executive,
	the other agencies, and the County Council; AND
· <u>(11</u>	.) MAKE COPIES AVAILABLE TO THE GENERAL PUBLIC;
<u>(e) #11</u>	Nin/30/diff/theteafteti/make/the/dtaft/ifiilable/tb/the
zer	4+41/4441141/444
(D) (C) by	October 15, make available a staff draft to the STAFF
OF	THE Executive staff AND OTHER AGENCIES for THEIR use
<u>in</u>	preparing the recommended Capital Improvements
Pro	grams for the next fiscal year.
2) The draft	annual growth policy must include:
(A) a s	tatus report on the general land use conditions in the
Cou	nty including:
<u>(1)</u>	the remaining growth capacity of zoned land;
(11) the pipeline of approved development permits
	INCLUDING PRELIMINARY SUBDIVISION PLANS, SEWER
	beginning uties of the 1) The Monta (A) eac (B) by (1) (1) (1) (D) (C) by OF in Pro 2) The draft (A) a s

AUTHORIZATIONS, RECORD PLATS, AND BUILDING PERMITS;

facilities and environmentally sensitive areas; and

(iii) the recent trends in real estate transactions;

(iv) the level of service conditions of major public

24

25

26

•	. •		E.C. 13
)1			(v) other relevant monitoring measures;
)2	:	<u>(B)</u>	a forecast of the most probable trends in population,
)3			households, and employment for the next 10 years,
)4			including a section that focuses on the key factors that
05			may affect the trends for the immediate next 2 years;
06		(c)	a set of recommended growth capacity ceilings for each
07			policy area within the County, for both residential and
80			employment land uses, which are based on:
09			(i) alternative possible scenarios of potential public
10			facility growth; and
11			(ii) recommended level of service indices for major
12			public facilities;
13		(D)	a set of policy guidelines for the Planning Board, and
14	:		other agencies as appropriate, with respect to their
15	•	•	administration of the ordinances and regulations that
16			affect growth and development; and
17		(E)	any other information or recommendations as may be
18	**.		relevant to the general subject of growth policy, or as
19			may be requested by the County Council:
20			(i) in the course of adopting the annual growth policy
21			for the year; or
22		•	(ii) by a subsequent resolution.
23	(d) Duti	es of	the County Executive.
24	(1)		anuary 1 of each year, the County Executive must send to the
25			ty Council//comments/on/the/draft/annual/growth/policy/of
26			Plánning/Boatel/Inclading/ang/técomménded/tévisions:
27		(A)	A/SET/OF RECOMMENDED GROWTH CAPACITY CEILINGS FOR EACH

01				PLANNING POLICY AREA, FOR BOTH RESIDENTIAL AND FOR
02				EMPLOYMENT LAND WSE USES, THAT ARE CONSISTENT WITH THE
03				RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM; AND
04			<u>(B)</u>	ANY OTHER REVISIONS IN THE DRAFT OF THE PLANNING BOARD in
05				the form of specific additions or deletions.
06		(2)	The A	T THE SAME TIME, THE County Executive must make
07			avail	able to the Planning Board, THE OTHER AGENCIES, and the
08			gener	al public copies of the/comments/and/tecommended
)9			tetis	1646/THOSE THESE RECOMMENDATIONS.
10		<u>(3)</u>	Durin	g the year, the County Executive must assist the Planning
u			Board	to compile its status report for the draft annual growth
L2		•	polic	y by making available monitoring data that is routinely
L 3	•		colle	cted by Executive branch departments.
L 4		<u>(4)</u>	The C	ounty Executive must use the information in the draft
L 5	-		annua	l growth policy of the Planning Board as a reference
.6		٠.	docum	ent in preparing the recommended Capital Improvements
.7			Progr	am of the Executive for the next fiscal year, particularly
.8			with:	respect to the linkage between future capital construction
.9			sched	ules and policy area capacity ceilings.
:0	<u>(e)</u>	Duti	es of	the Montgomery County Board of Education.
1		<u>(1)</u>	By Jan	nuary 1 of each year, the Montgomery County Board of
2			Educa	tion must send to the County Council its comments on the
3	•		draft	annual growth policy of the Planning Board, including any
4			recom	mended revisions in the form of specific additions or
5		٠	delet	lons.
6	.•	(2)	THE A	THE SAME TIME, THE Board of Education must make
7			availa	able to the Planning Board and the general public copies of

				BILL NO. 11-3
01			•	the comments and recommended revisions.
02			<u>(3)</u>	During the year, the Board of Education must assist the Planning
03				Board to compile its status report for the draft annual growth
04		•		policy by making available monitoring data that is routinely
05				collected by branch departments of the Board of Education.
06		(f)	Duti	es of the Washington Suburban Sanitary Commission.
07			(1)	By January 1 of each year, the Washington Suburban Sanitary
08				Commission must send to the County Council its comments on the
09				draft annual growth policy of the Planning Board, including any
10				recommended revisions in the form of specific additions or
11	•			deletions.
12	•		(2)	The AT THE SAME TIME, THE Washington Suburban Sanitary
13		•	<u> </u>	Commission must make available to the Planning Board and the
14				general public copies of the comments and recommended revisions
15			(3)	During the year, the Washington Suburban Sanitary Commission
16				must assist the Planning Board to compile its status report for
17				the draft annual growth policy by making available monitoring
	•			data that is routinely collected by branch departments of the
18				
19	0.5	4		Washington Suburban Sanitary Commission.
20		<u>(g)</u>		es of the County Council.
21			<u>(1)</u>	After receipt of the draft annual growth policy and/any
22	•			techendalions of the county
23	10			EXECUTIVE, AND THE OTHER AGENCY COMMENTS, the County Council
24				must hold a public hearing on the draft, RECOMMENDATIONS AND
25				COMMENTS 444/thé/tétédédéd/tétisións.

(2) No later than June 30 of each year, the County Council must

adopt an annual growth policy to be effective throughout the

01		next fiscal year. IF THE COUNTY COUNCIL DOES NOT ADOPT A NEW
02		ANNUAL GROWTH POLICY, THE ANNUAL GROWTH POLICY ADOPTED THE
73		PREVIOUS YEAR REMAINS IN EFFECT.
04	<u>(3)</u>	WHEN ADOPTING THE ANNUAL GROWTH POLICY, THE COUNTY COUNCIL MUST
05		APPROVE, OR APPROVE WITH AMENDMENTS, THE RECOMMENDATIONS OF THE
06		COUNTY EXECUTIVE.
07	(3) (4)	The County Council may adopt a subsequent resolution, AFTER
08	•	PUBLIC HEARING, to amend the annual gowth policy.
09	33A+141//E46±	généj/gtówin/póliéj/
10	(4) Path	ódél//Thé/phipódé/óf/thíd/déciión/id/tói
11	(11)	addtess/the/danget/to/the/health//safety//and/welfate/of/
12		County/tesidents/in/those/planning/policy/ateas/of/the/County
13		that/the/coasts/coastil/aetetaises/#111/coatisde/to/saffet
14		ttom/etitical/tacilitica/ovetload/aatil/the/catteat/8tate/aad
15		County/6+feat/Capital/Imptofement/Ptogfams/ate/ednsttheted(
16	<u>(2)</u>	iddtesi/this/shott/teti/enetgeney/situation/by/alleyiating/the/
17	·	tácilitiés/6+etl6ád/ih/th6sé/6lánhink/56lié+/átéás/ih/6tdét/t6
18		tédúce/áccidents//concentrátion/of/áit/polintánts//ánd/déláps
19		ánd/in/otdet/to/inptote/dángétodé/todd/tonditions/
20	(3)	éstáblisk/á/témpótáty/ptócéss/by/#kick/tké/entrémt/ptóbléms/óf/
21		ékékés/ttáttié/áká/sékőől/éókékétlők/ik/tkősé/plákáiké/póliéj
22		atéas/aap/bé/aitigatéa/in/a/fait/and/éfféétipé/admiét/
23	(4)	éstáblián/á/þtócédáté/thát/állómá/kórétáúéáti/þtíráté/
24		14445ttt//444/genetal/publit/14+61+444t/14/tes61+14g/this
25		shott/teta/enetgency/sitnation//and
26	<u>(8)</u>	éstáblish/á/gtádúátéd/ségúénéé/ót/úéásútés/tó/álléviáté/thé/
27		fácilitiés/ó*étlóádí/*Nich/péáshtés/éxhánst/áll/téásónáblé/

This is a correct copy of Council action.

Date Kathleen A. Freedman, Secretary, County Council

APPENDIX 5:

ADEQUATE PUBLIC FACILITIES ORDINANCE

Subdivision Regulation Amendment No.: 86-4

Concerning: Adequate Public

Facilities Ordinance

Draft No. & Date: 1 - 3/30/86 Introduced: March 4, 1986 Public Hearing: April 15, 1986

8:30 p.m.

Adopted: April 22, 1986 Effective: April 22, 1986

Ordinance No.: 10-71

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

AN AMENDMENT to the Montgomery County Subdivision Regulations for the purpose of

- providing a more explicit role for the County Executive in Adequate Public Facilities matters;
- providing for Council approval of Adequate Public Facilities thresholds and criteria through the Annual Growth Policy or District Council resolution; and
- providing for changes in the Adequate Public Facilities criteria for the interim period before Council action on the first Annual Growth Policy.

By amending the following sections of the Montgomery County Zoning Ordinance, Chapter 59 of the Montgomery County Code:

Section 50-35(k) "Adequate Public Facilities"

EXPLANATIONS:

- Boldface indicates matter that is a heading or a defined term.
- Underlining indicates language added to existing law.
- [[Double Brackets]] indicate language deleted from existing law.
- CAPITALS indicate Committee additions.
- [Single Brackets] indicate Committee deletions.
- * * * indicates existing law unaffected by the bill.

OPINION

Subdivision Regulation Amendment No. 86-4 was introduced on March 4, 1986, at the request of the Montgomery County Planning Board for the purpose of:

- 1. providing a more explicit role for the County Executive in Adequate Public Facilities matters;
- 2. providing for Council approval of Adequate Public Facilities thresholds and criteria through the Annual Growth Policy or District Council resolution; and
- 3. providing for changes in the Adequate Public Facilities criteria for the interim period before Council action on the first Annual Growth Policy.

The Montgomery County Planning Board recommended to the District Council that Subdivision Regulation Amendment No. 86-4 be approved as introduced.

Subdivision Regulation Amendment No. 86-4 was taken to public hearing on April 15, 1986, and reviewed by the District Council at a meeting held on April 22, 1986. It is the position of the District Council that it would be in the public interest for the Council to approve the "thresholds" for development that are currently being approved administratively by the Montgomery County Planning Board. The Council intends to use the Comprehensive Planning Policies Report which the Planning Board has been adopting annually, as the basic format for the Annual Growth Policy Report, which will continue to be drafted by the Planning Board, but henceforth will be The value of the Council undertaking this adopted by the County Council. responsibility is being recognized to an increasing degree and Subdivision Regulation Amendment No. 86-4 provides the authority for the accomplishment of this objective. The Council also believes the County Executive should have a more direct and explicit role in adequate public facility matters as provided for in Subdivision Regulation Amendment No. 86-4.

The Council has reviewed proposals for strengthening the criteria for determining the adequacy for public facilities on several occasions. The Council believes that the need exists to have a close linkage between subdivision approval and the availability of related roads. Subdivision Regulation Amendment No. 86-4 provides this linkage by requiring that roads may only be determined to be adequate

if 100% of the expenditure for construction of the road is estimated to occur in the first four years of the Capital Improvement Program.

For these reasons and because to approve this amendment will assist in the coordinated, comprehensive, adjusted and systematic development of the Maryland-Washington Regional District located in Montgomery County, Maryland, Subdivision Regulation Amendment No. 86-4 will be approved.

ORDINANCE

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following ordinance:

Sec. 1. Amend Chapter 50, title "Subdivision of Land", Section 50-35(k), title "Adequate Public Facilities", to read as follows:

50-35. Same - approval procedure.

- (k) Adequate public facilities. A [[No]] preliminary plan of subdivision [[shall]] must not be approved unless the planning board determines that public facilities [[are]] will be adequate to support and service the area of the proposed subdivision. Public facilities and services to be examined for adequacy will include roads and public transportation facilities, sewerage and water service, schools, police stations, firehouses, and health clinics.
- (1) Periodically the District Council will establish by resolution, after public hearing, guidelines for the determination of the adequacy of public facilities and services. An Annual Growth Policy approved by the County Council may serve this purpose if it contains those guidelines. To provide the basis for the guidelines, the planning board and the County Executive must provide information and recommendations to the Council as follows:
- (a) The planning board must prepare an analysis of current growth and the amount of additional growth that can be accommodated by future public facilities and services. The planning board must also recommend any changes in preliminary plan approval criteria it finds appropriate in the light of its experience in administering these regulations.
- (b) The County Executive must comment on the analyses and recommendations of the planning board and must recommend criteria the determination of the adequacy of public facilities as the Executive deems appropriate.

- (2) The applicant for a preliminary plan of subdivision [[shall]] must, at the request of the planning board, submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities and services by possible uses of said subdivision.
- (3) The planning board must submit the preliminary plan of subdivision to the County Executive in addition to the agencies specified in Section 50-35(a).
- Executive and other agencies in determining the adequacy of public facilities and services in accordance with the guidelines and limitations established by the County Council in its Annual Growth Policy or established by resolution of the District Council after public hearing.
- of the District Council provides guidelines and limitations for the determination of the adequacy of public facilities and services, public facilities may be determined to be adequate to service a tract of land or an affected area when the following conditions are found to exist:
- means of served by roads and public transportation facilities. Said area or tract to be subdivided shall be deemed adequately [[accessible via]] served by roads and public transportation facilities if, after taking into account traffic generated by all approved subdivisions and the subject subdivision, [[any of]] the following conditions [[are present]] will be satisfied:
- Existing roads are adequate to accommodate the traffic that would be generated by the subject subdivision in addition to the existing traffic, and are publicly maintained, all-weather roads; or 1
- existing roads to accommodate the additional traffic that would be generated by the subject subdivision, are: proposed on an adopted master plan and, are programmed in the current adopted capital improvements program, or the state highway administration's five year program for construction with public or private financing.
- [[(iii) Public bus, rail, or other form of mass transportation
 sufficient to serve the proposed subdivision, in combination with (i) or (ii) or
 both, is available or programmed within the area affected or within one-third mile of
 the subdivision under consideration.

 []

- [[(iv)] In its determination of the adequacy of a road to accommodate traffic, the planning board shall consider the recommendation of the state highway administration or county department of transportation, the applicable levels of traffic service, peak hour use and average use, and any other information presented.]]
- (i) For the geographic area in which the proposed subdivision is located, an acceptable average peak-hour level of service will result from:
 - (A) Existing publicly maintained all-weather roads;
- (B) Additional roads programmed in the current adopted capital improvements program of the County or the Maryland consolidated transportation program, for which 100% of the expenditures for construction are estimated to occur in the first four years of the program; and
- (C) Available or programmed public bus, rail, or other public or private form of mass transportation.
- (ii) For intersections or links significantly affected by traffic from the subject subdivision, an acceptable peak hour level of service will result from:
 - (A) Existing publicly maintained all-weather roads;
- (B) Additional roads identified on the Approved Road Program published by the County Executive; and
- (C) Available or programmed public bus, rail, or other form of mass transportation.
- (iii) For the purposes of subsection (ii) above, the County Executive shall publish periodically an Approved Road Program which shall list all roads programmed in the current adopted capital improvements program and the Maryland consolidated transportation program for which:
- (A) in the case of the capital improvements program, 100% of the funds have been appropriated for construction costs; and
- (B) the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program.
- (iv) For the purposes of subsection (1) and (111) above, roads required under Section 302 of the Charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of this Code.

- (v) Any parcel zoned for light industrial use (I-1) which has been in reservation for public use pursuant to action of the Montgomery County Planning Board at any time since June 1, 1981, and which has not changed in size or shape since June 1, 1958, will not be subject to the above subsection (a) if a preliminary plan was submitted prior to June 1, 1981.
 - b. The tract or area has adequate sewerage and water service.
- (i) For a subdivision dependent upon public sewerage and water systems:
- 1. Said area or tract to be subdivided shall be deemed to have adequate sewerage and water service if located within an area in which water and sewer service is presently available, under construction, or designated by the county council for extension of water and sewer service within the first two years of a current approved ten year water and sewerage plan.
- 2. If said area or tract to be subdivided is not situated within an area designated for service within the first two years of a current approved ten year water and sewerage plan, but is within the last eight years of such plan, it shall be deemed to have adequate water and sewerage service if the applicant provides community sewerage and/or water systems as set forth in section 387C of article 43 of the Annotated Code of Maryland provided the installation of such facilities shall have been approved by the state department of health and mental hygiene, the Washington Suburban Sanitary Commission, the county health department, and the Montgomery County Council.
- (ii) For a subdivision dependent upon the use of septic systems: Said area or tract to be subdivided shall be deemed to have adequate sewerage service if development with the use of septic systems is in accordance with section 50-27, or regulations published by the Maryland State Department of Health and Mental Hygiene pursuant to article 43, Annotated Code of Maryland, whichever imposes the greater or more stringent requirement.
- (iii) In its determination of the adequacy of sewerage or water service, the planning board shall consider the recommendation of the Washington Suburban Sanitary Commission, the capacity of trunk lines and sewerage treatment facilities and any other information presented.
- c. The tract or area is so situated as not to involve danger or injury to health, safety or general welfare. Such danger or injury may be deemed not to exist:

- (i) When physical facilities, such as police stations, firehouses and health clinics, in the service area for the preliminary subdivision plan are currently adequate or are scheduled in an adopted capital improvements program in accordance with the applicable area master plan or general plan to provide adequate and timely service to the subdivision; and
- (ii) If adequate public utility services will be available to serve the proposed subdivision; and
- (iii) When, in the case of schools, the capacity and service areas are found to be adequate according to a methodology set forth in a resolution adopted by the District Council after public hearing; provided, however, that until such resolution by the District Council takes effect, the Planning Board shall determine the adequacy of school facilities after considering the recommendations of the Superintendent of Schools.
- d. Existing or proposed street access within the tract or area is adequate. Street access may be deemed adequate if the streets:
 - (i) Are adequate to serve or accommodate emergency vehicles,
- (ii) Will permit the installation of public utilities and other public services,
- (iii) Are not detrimental and would not result in the inability to develop adjacent lands in conformity with sound planning practices, and
 - (iv) Will not cause existing street patterns to be fragmented.
- [[(2)] In considering questions of adequacy of public facilities, as set forth in subparagraphs a., b., c. and d. of paragraph (1) of this subsection, the planning board shall consider, but not be limited to, the nature, extent, and size of the proposed subdivision and its impact in terms of the following:]]
- In a. The estimated increase in population likely to result when said subdivision is developed in context with projected densities, as anticipated by adopted area master plans and currently approved subdivisions, in the surrounding area and immediate vicinity of the proposed subdivision.
- Inb. The present or projected state of development likely to result when said subdivision is developed in context with projected densities, as anticipated by adopted area master plans and currently approved subdivisions, in the surrounding area and immediate vicinity of the proposed subdivision.
- In the avoidance of excessive expenditure of public funds the the proposed subdivision.

fig. (3) (6) Exemptions. Places of worship and residences for staff, parish halls, and additions to schools associated with places of worship, are not subject to the provisions of Section 50-35(k), Adequate Public Facilities.

Sec. 2. This ordinance takes effect immediately upon adoption.

This is a correct copy of Council action.

Kathleen A. Freedman, Secretary

County Council

APPENDIX 6:

DEFINITIONS AND KEY VARIABLES

DEFINITIONS AND ASSIGNED VALUES FOR KEY VARIABLE ASSUMPTIONS

Determining the impact of future development requires a number of assumptions to be made. The assumptions made about certain key variables constitute important points of leverage within the various statistical and computerized modeling processes. Alternative assumptions for these variables would result in a different overall assessment of the impacts of future development. While the assumptions used herein are by all evidence both reasonable and appropriate, there is some room for variation. All of the numbers used have ranges of fluctuation around them which are experienced in the real world. Any point within the range of real experience can be taken depending upon the risk one is willing to accept that the simulation model will no longer reflect reality as well.

The following is a simple expression of those key definitions and assumptions: what is being used; how the assumption is used in the modeling process; and the impacts of changing those assumptions in terms of the modeling process.

ADEQUATE PUBLIC FACILITY ORDINANCE (APFO): Chapter 50, Section 35(k) of the Subdivision Ordinance requires the Planning Board to make a finding that existing or programmed public facilities are adequate before they can approve a preliminary plan of subdivision.

APPROVED ROAD PROGRAM (ARP): The County Executive shall publish periodically an Approved Road Program which shall list all roads programmed in the current adopted CIP and the Maryland CTP for which: (A) in the case of the CIP, 100 percent of the funds have been appropriated for construction costs; and (B) the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program. Roads required under Section 302 of the charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of the Code. The ARP constitutes the list of roads which can be counted upon in conducting a Local Area Transportation Review.

AVERAGE DAILY TRAFFIC (ADT): The number of vehicles traveling on a segment of roadway during the 24 hours of an average weekday.

CAPITAL IMPROVEMENT PROGRAM (CIP): A document prepared each year by the Montgomery County Executive and adopted by the County Council which contains a sixyear program for capital expenditures to expand and renovate Montgomery County's public facilities.

CEILING: See Staging Ceiling.

CONSOLIDATED TRANSPORTATION PROGRAM (CTP): The transportation capital improvements program annually adopted and administered by the State of Maryland. For the purposes of conducting the Annual Growth Policy analysis, the CTP will be considered as being adopted on the last day each year of the session of the Legislature, usually during the second week in April. In the event there is the possibility of a veto of the Legislature's actions by the Governor then the appropriate date of adoption should be the last day that the Governor has to exercise his veto. In the event that the Legislature adds or deletes projects during the legislative session from the annual CTP document published by the MdDOT, usually in January, then official correspondence from the MdDOT acknowledging the intended changes to the CTP constitutes the official amendment.

However, in order to use such changes in the Policy Area Review for the Staging Ceilings the correspondence needs to indicate that an added project would have 100 percent of its construction expenditures scheduled by the fourth fiscal year of that CTP. If appropriate, that correspondence can also be the basis of amending the Approved Roads Program.

DEVELOPMENT PIPELINE: This is the amount of future construction which will be counted against threshold capacity. It shall consist of: (1) all building completions since January 1, 1987; (2) the unbuilt portion of all preliminary plans that have been approved by the Planning Board plus sewer authorizations from WSSC for projects which do not have a preliminary plan. There is the potential for projects to be built without a preliminary plan, i.e., the Planning Board does not review the project. This occurs if the parcel was recorded several years ago when preliminary plans were not required. In this case, the indicator of the new project is the request for sewer service from WSSC.

JOBS IN BUILDING: The total estimated number of workers which can be accommodated in structures. It includes existing workers in addition to workers who could be accommodated in vacant or yet to be built structures. It does not include construction workers or self employed people working out of residential areas. It is calculated by multiplying a building's gross square footage by a standard ratio of square foot per job. These ratios were derived from a 1984 survey conducted by the Research Division of the Montgomery County Planning Department. The ratios are as follows:

Office	250 gross square feet per employee except in the down county areas of Bethesda, Silver Spring, Kensington/Wheaton, and North Bethesda, where 200 gross square feet per employee is used.							
Retail	400 gross square feet per employee.							
Industrial/ Warehouse	450 gross square feet per employee.							
Other (i.e., hotels, institutions)	500 gross square feet per employee.							

Assuming a greater number of gross square footage per employee would assume a lesser transportation impact for a given square footage of building. It would permit more (non-residential) development to be approved within the staging ceiling.

LEVEL OF SERVICE (LOS): A description of the quality of performance of a facility given the demands being placed upon that facility; mostly used in this report in terms of transportation facilities which reference an A to F quality scale. This is a nationally accepted scale used to describe the quality of roadway service.

LOCAL AREA REVIEW (LAR): The process used to determine if the proposed development will produce excessive local detrimental impact beyond the capacity of

existing and programmed public facilities. (For the application to transportation facilities, see detailed guidelines in the Montgomery County Planning Department's report "Alternative Transportation Scenarios and Staging Ceilings.")

PIPELINE: See Development Pipeline.

POLICY AREA: See Staging Policy Area.

PROGRAMMED FACILITY: A capital facility project which is contained within the approved County Capital Improvements Program, the State Consolidated Transportation Program, or program of Rockville or Gaithersburg, such that 100 percent of the expenditures for construction or operation are estimated to occur within the first four years of the applicable program. Where such road project either crosses several policy areas or will be built over a period of time in identifiable segments, the appropriate sections will be identified by the Planning Board to: (1) locate the segments in the appropriate policy areas, and (2) specify whether the segments meet the basic criteria for a programmed facility.

RECORD PLAT: A preliminary plan of subdivision which has been approved for recordation by the Montgomery County Planning Board or is already a recorded plat in the official Montgomery County land records.

SCHOOL CAPACITY ANALYSIS:

A) School Capacity

For Annual Growth Policy purposes, school capacity is measured as 110 percent of Council funded program capacity which includes space allocations for the regular program as well as special programs (i.e., special education and head start). This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the Approved FY 88-93 Capital Improvements Program, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half day kindergarten where it is currently provided, 22 for all day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

B) School Enrollment Forecasts

MCPS projections are prepared in the fall of every year and are made for each of the upcoming six years and for two later years beyond the sixth year (in this year's forecast, these years are 1995 and 2000). The actual September enrollment at each school is used as the base on which the projections are developed and are used in the Planning Board draft AGP in it's school analysis tables.

As stated in the Board of Education's Requested FY 89 Capital Budget and FY 89 to 94 Capital Improvements Program, MCPS uses the cohort survivorship model to forecast future enrollment. This method is used widely throughout the country and stands out as the most practical and consistently accurate forecasting approach. The cohort survivorship model, as applied by MCPS planners, involves the calculation of the number of students that can be expected in a particular grade at a future date, given the number of students now enrolled in the prior grade. Judgments are made about past trends and about in-migration, program changes, transfers in and out of the school service area, and other miscellaneous factors. Through the tracking of subdivision construction,

student yields from subdivisions are applied to expected enrollment. Beyond the time of known subdivision and building activity, MCPS planners rely on forecasts prepared by the Montgomery County Planning Department and their demographic model of County population up to 20 years in the future.

One of the most difficult components of the enrollment forecast is predicting kindergarten enrollment. MCPS planners review records of resident births compiled by the Maryland Center for Health Statistics. Births in nearby jurisdictions to mothers who reside in Montgomery County are included in these records. These records are provided at the County level and for census tracts. For the small geographic level of an elementary school service area, birth data are not available. Also adding to the difficulty in forecasting is the common occurrence of families moving after a child is born, but before the child enrolls in school.

C) De Minimis Development for Schools

De Minimis development is that which will have minor school impacts. It is a policy to avoid over regulating low impact development. For public school analysis purposes, a preliminary plan of 10 or fewer single-family units, 17 or fewer townhouses, or 40 or fewer apartment units could be approved by the Montgomery County Planning Board even if there has been a legislative determination that a geographic area does not have adequate public school capacity.

STAGING POLICY AREA: A geographic subarea of the County, delineated by the Planning Board, for the purpose of staging analysis and the establishment of staging ceiling capacities as appropriate. (See Map 1.)

STAGING CEILING: A total amount of development expressed in terms of housing units and jobs that has been determined by the Montgomery County Council to be balanced appropriately, on the basis of an areawide average, with the existing and programmed facilities for the area.

Housing units may be single-family detached, single-family attached, garden apartments, and high rises. Each housing unit is counted as one unit.

TRANSPORTATION CAPACITY ANALYSIS - POLICY AREAS:

A) Average Level of Service

In the determination of an acceptable level of service for each policy area, a measure of the average level of service is used. This is a weighted index of the traffic congestion level for a policy area. The index is calculated by estimating the average traffic congestion level experience on each link of roadway in each policy area, weighting it by the vehicle-miles of travel on each link, and then calculating the weighted average.

The policy standards for average level of service which are set are critical in determining the staging ceilings. Changing the definition of what is an acceptable level of service will change the assessment of how much development will be permitted. The standards used herein vary from average LOS C to LOS D/E. The lower an average standard which is used, the greater the amount of development which would be approved.

B) Roadway Capacity

The hourly roadway capacity is a key variable in the transportation model which is used to evaluate alternative staging ceilings. The hourly roadway capacities used in the current transportation modeling process vary by route type, location (urban/suburban/rural), and roadway geometry. The following presents the range of capacities used in the model for various roadways in the Montgomery County network. The higher the values of the capacities, the greater the amount of development which would be approved. Further work needs to be done to better account for intersection capacities, traffic signal interconnections and to relate to recently observed speed and delay data.

	Range in Vehicles per Hour per Lane
Route Type	at Level of Service E
Expressways	1,800 to 2,000
Major Arterials	1,000 to 1,200
Minor Arterials & Collectors	600 to 1,000

C) Peak Hour Trip Table Splitting Factors

A new procedure of splitting the peak hour trip table has been developed for application, along with the new EMME/2 traffic model. Please refer to the appropriate section on modeling peak hour traffic, in the chapter describing the traffic modeling in the accompanying report on "Alternative Transportation Scenarios and Staging Ceilings, December 1987." This has generally replaced the peak hour factor approach used with the previous TRIMS model. Rough initial factors for splitting daily trip tables to produce AM peak hour trips were estimated from COG data as follows:

1)	Home-Based Work Trips.				19%
	Home-Based Other Trips				
	Home-Based Shop Trips.				
	Non-Home Based Trips .				

The home-based work trip percentage was adjusted uniquely for each zone by factors related to household density at the origin end and employment density at the destination end of the trip. The resulting possible percentages of home-based work trips which can occur in the AM peak hour ranges from 12 percent to 27 percent. However, the typical values used in the FY 89 AGP are about 13-14 percent for the Bethesda and Silver Spring CBD's, 16-17 percent for the Kensington-Wheaton area, 20-21 percent for the Gaithersburg area, and 22-23 percent for the Damascus, Poolesville, and Patuxent areas. The lower the amount of these factors, the greater the amount of development which can be approved.

D) Other Variables in the Transportation Model

There are a number of other variables in the EMME/2 transportation model used by Planning staff that affect the evaluation of staging ceilings. Numerous factors enter into the model system's trip generation, trip distribution, auto

occupancy, and transit mode choice and traffic assignment models. The chapter or transportation modeling in the accompanying report on "Alternative Transportation Scenarios and Staging Ceilings, December 1987," presents information on many of those specific factors.

One other key variable affecting the transportation analysis is in the land use assumed for the other jurisdictions in the Washington Metropolitan Region for the purposes of assigning traffic through Montgomery County to and from those locations. In general, the COG Round 3 Intermediate Cooperative Forecast for 1995 has been used for this purpose. The small area forecasts for Round 4, which is currently under development, will be incorporated into the FY 90 AGP analysis.

E) De Minimis Development for Transportation

De Minimis development is that which will have minor traffic impacts. It is a policy to avoid over regulating low impact development. This policy defines the development which receives special treatment within these guidelines. For transportation analysis purposes, development which would produce fewer than 10 peak hour trips may receive approval of up to 5 peak hour trips within areas exceeding the staging ceiling. The higher these types of limits are set, the greater the amount development that can be approved.

TRANSPORTATION CAPACITY ANALYSIS - LOCAL AREA REVIEW:

A) Trip Generation

Trip generation rates are the number of vehicle trips to and from a development per unit of development activity. They are used in a simple form in local area transportation review in order to assess the impact of a particular development on the nearby transportation network. The generation rates are also used, with appropriate modifications for scale effects and trip purpose, within the transportation model for staging ceiling analysis. When so used, they are based on type of trip such as work trips or shopping trips and are set as daily rates, with adjustment factors to convert to hourly rates.

For Local Area Traffic Review, peak hour trip rates from the Institute of Transportation Engineers are generally used. Typical ranges of rates for residential development and selected non-residential trip rates are listed below. The applicant has the opportunity to use the rates from a range. This range of rates reflects items such as transit availability, the size of the development relative to the particular land use and the location. These and other rates used in Local Area Review are currently under study for possible revisions. Lowering trip generation rates would mean a lesser assumed impact for a given type of development.

Land Use Category	Peak Hour Trip Generation Rates		
High Rise Apartments	.5 to .7 trips/housing unit		
Townhouses	.6 to .8 trips/housing unit		
Garden Apartments	.6 to .8 trips/housing unit		
Single-Family	.8 to 1.0 trips/housing unit		
General Office	2.00 to 2.82 trips/1000 square feet		
Shopping Centers	0.61 to 14.42 trips/1000 square feet		

B) Acceptable Level of Service (LOS)

Of the variables discussed in the Local Area Traffic Review (LATR) Guide-lines, a change in the acceptable LOS would have the largest effect on whether a preliminary plan was determined to be acceptable with regard to APFO. In the policy areas that have established staging ceilings, a LOS of mid-point E is being used as the lowest acceptable LOS for LATR. The mid-point LOS E is presumed to be the condition under which the transportation facilities are operating at maximum capacity. This relatively low LOS, used in LATR for specific intersections, is acceptable because of the check related to the staging ceiling, that says on the average the level of service over the area is better than this lower level. If a better local LOS standard is used, less development would be approved.

In the more rural Group I policy areas of the County where staging ceilings are not established, an intersection is presumed to be operating acceptably under LATR if the LOS is D/E or better. This better LOS is used in these areas since staging ceilings have not been established in these areas. The better the LOS deemed acceptable, the less the amount of development which will pass Local Area Review.

C) Peak Hour Traffic Counts

Peak hour traffic counts for any location vary from day to day, week to week and for seasons of the year. In general, traffic counts made during the summer months should not be used since traffic during this time of year is lower than normal. Traffic counts taken on holidays or the day before or after holidays should not be used due to their non-typical characteristics. Counts that are more than six months old should be adjusted to reflect development that has been completed and occupied since the count was made. Traffic counts older than three years should not be used because of potential changes in traffic patterns and growth in traffic. The Planning staff has the right to require new counts to be made if there is reason to believe that a count is flawed.

CREDITS

CONTRIBUTING STAFF

Richard E. Tustian	• • • • • • • • • • • • • • •	Planning	Director
Robert WinickChief,	Transportation	Planning	Division
Drew Dedrick		Research	Division

Joe Anderson Ed Axler Steve Bohse Minnie Cohen Charles Coleman Carol Dickey Barbara Dunklee Debbie Faulconer Dave Fugitt Eric Graye Brandt Hare Alex Hekimian Bob Hnat Eric Jenkins Lembit Jogi Charles Loehr Marie Elaine Lanza

Bud Liem George Marenka Linda Miller Fred Peacock Barbara Preller Dale Price Romesh Puri Robert Rzepka Michael Replogle Shelia Sampson Les Scattergood Marie Steingrebe Steve Toy Donald Vary Wil Vines Beverly White David Yang Jeff Zyontz

